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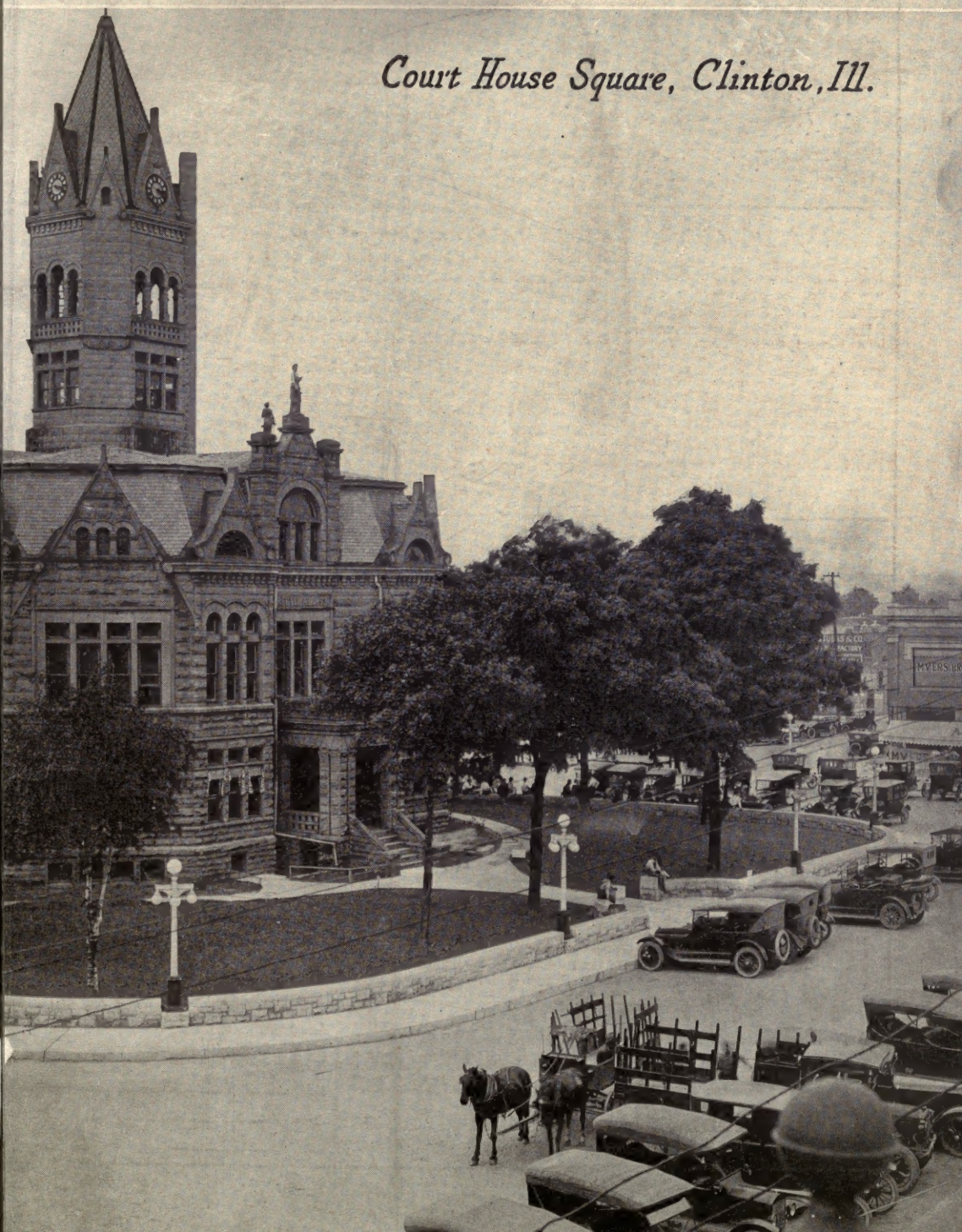
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ILLINOIS CENTRAL MAGAZINE

JULY 1920

26578
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Court House Square, Clinton, Ill.





There Is Where You Can Own a Big Paying Almond Orchard

Buy NOW for Next Season's PLANTING

Don't wait. Make your reservation for an almond tract now. Available acreage for next season's planting is being rapidly taken up. Quick action is now necessary. Investigate this wonderful opportunity at once. Get all the facts. Read the whole story in our wonderfully interesting illustrated booklet, "A Life Income Plus California." Mail coupon for your free copy today. We can still arrange for a planting for next season, if you hurry.

Major Paul Hevener, former Superintendent of Insurance for the Rock Island and now our Assistant Sales Manager, has thoroughly investigated this proposition and strongly recommends it to his railroad friends.

Just see how rapidly the Rock Island family at Paso Robles is growing. These men have eagerly grasped this wonderful opportunity which insures for them financial independence for life when they get ready to quit railroading. It's just the chance you have long been waiting for.

\$2500 to \$3000 a Year for Life From a 10-Acre Tract

You owe it to yourself to find out why such surprisingly big profits can so easily be made from 10 acres of almonds. You may think that we are over-shooting the mark when we say that from \$250 to \$300 an acre is a very conservative estimate. But we are not. We have facts and figures to present to you which positively prove that our estimates are far below the actual returns.

Let Major Hevener tell you about it. He will give you absolutely straight facts.

While out at Paso Robles he investigated every phase of the almond industry. He looked all along the road to see if he could find any loose spikes in the whole proposition—and *he could not find a single one!* He bought two 10-acre tracts for himself and considers it the wisest investment he ever made. He figures that, come what may, he is fixed for life, just as are many other railroad men who are putting aside a part of their earnings for the purchase of one or more of these almond tracts.

Small initial payment—easy monthly payments—half the purchase price taken from the crops—700 pedigreed bearing almond trees to each 10-acre tract—your funds safe-guarded by one of the largest Trust Companies on the Pacific Coast—these are just a few of the features of this remarkable opportunity.

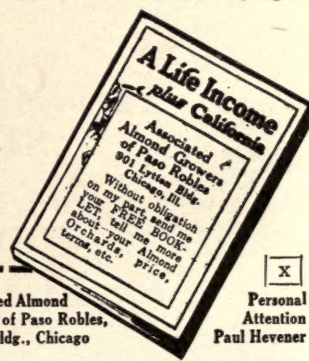
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lect the Paso Robles district—why the most desirable almond growing lands in all California are found in the Paso Robles District—pictures of the entire almond growing industry. Beautifully illustrated throughout. Mail coupon today.

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901-06 Lytton Building, Chicago, Illinois

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Associated Almond
Growers of Paso Robles,
Lytton Bldg., Chicago

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Address.....
City..... State.....
Ill. C. 8

Personal
Attention
Paul Hevener

President
G. B. MARVEL
Vice-President
J. M. WILCOX

Cashier
W. R. PARKER
Assistant Cashier
R. C. PARKER

The State Bank of Clinton

Clinton, Ill.

RESOURCES

1. Loans and Discounts.....	\$693,751.24
2. Overdrafts	1,238.25
4. Liberty Loan Bonds.....	31,700.00
6. War Savings Stamps.....	834.00
7. Other Bonds and Stocks..	23,500.00
8. Banking House, Furniture and Fixtures	30,000.00
10. Due from Banks.....	117,457.01
11. Cash	25,812.68
12. Exchanges, Checks and collections	32,305.20
14. Revenue Stamps	20.00
Total Resources	\$956,618.38

LIABILITIES

1. Capital Stock Paid in.....	\$ 75,000.00
2. Surplus Fund	45,000.00
3. Undivided Profits (net)....	36,904.67
4. Deposits	799,148.92
5. Due to Banks.....	564.79
Total Liabilities	\$956,618.38

Interest paid on time deposits.
Railroad men invited to open
accounts with us.

RICHARD SNELL, President

J. R. BOSSERMAN, Cashier

LEONARD W. INGHAM, Vice-President

ROLLA T. INGHAM, Assistant Cashier

De Witt County National Bank

CLINTON, ILLINOIS

CAPITAL, \$100,000.00

SURPLUS, \$20,000.00

DOING A GENERAL BANK-
ING BUSINESS. OUR
SAVINGS DEPARTMENT
PAYS 3%

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Public Opinion

Calling attention to the "harmony" that has characterized the present increased freight-rate case, the Cincinnati (Ohio) *Enquirer* (May 24) says that "shippers of the country, who years ago were wont to oppose every increase of freight rates proposed by the railroads, are recognizing the present request as reasonable, and it has received almost unanimous approval of shippers' organizations the country over. It is the first time since the creation of the commission that there has been this harmony, and naturally it gives important support to the case of the roads."

In similar vein the Greenfield (Ohio) *Republican* (May 13) remarks:

"In the days before the world war such a demand would have been met with a perfect storm of objections from the public. Today it is received with general indifference."

"The fact is the people are better acquainted with the traffic question today than was the case half a dozen or more years ago. Besides they have had much experience that has given them a wider scope in their vision."

"The business world today is losing more in delays and refusal of shipments than the increase in freight rates would amount to. It also finds that money must be had by the railroads with which to make betterments, and that the only way this can be secured is through increased rates."

Manufacturers Endorse Increase

The Findlay (O.) *Republican* (May 24) asserts that "manufacturers all over the country are endorsing the request of the railroads for an increase."

"Yet it is the manufacturer that that increase will hit the hardest, though the extra which will be checked against him will in all fairness no doubt be pro-rated among those who buy of him. But the

manufacturer looks at the matter from a solid business viewpoint. He knows the value of the railroads and their necessity to future commerce and industrial life of the nation. He recognizes that economy that would be drastic enough to bring the roads to a pre-war level of expenditures would necessitate the cut in wages to that same level. This, he knows, is impossible."

After summarizing the great increases in rates abroad, the Chillicothe (O.) *Advertiser* (May 22) says:

"Increases in this country have been small as compared with others, and even with the asked-for increase freight rates will not be as high as in European countries. It is absolutely imperative that the transportation system of America be made adequate to meet the demands upon it; the prosperity of the country depends, in a very large degree, on the ability of the roads to handle traffic. The simple conclusion of the whole matter is that to bring the railways up to the desired point money is needed, and the only ways to get it are either by government appropriation, which means taxation, or by rate increase, and of the two methods the latter is preferable."

Must Put Roads on Their Feet.

Following are the comments of two St. Louis newspapers; the *Post-Dispatch* (May 17) says:

"The public must be prepared to concede something in freight rates and increased costs to put the railroads on their feet and to maintain transportation service adequate to the needs of the country. Further sacrifices are necessary to the public welfare, but they should be as light as possible and wholly relieved of profiteering, with which the people are now greatly afflicted. The worst that could happen

would be a continuation of chaotic congestion or a tie-up of transportation. Either of these must be averted to save the business of the country, upon which all life and prosperity depend."

What must be granted the railroads, the *St. Louis Star* (May 17) says, "is a sufficient rate to provide for the higher cost of service, wages and capital earnings."

"They must have sufficient funds to provide the equipment and service that the shippers and consumers of the nation need. It is this point of view which the public needs to take with respect to the railroad problem, and it is this point of view which should prevail with the government in Washington. If the bill seems large, to restore the railroads to a standard of efficiency and adequacy, it should be remembered that the railroads were used to win the war and they were used to their capacity and under heavy pressure. Other war bills, too, have been large. The rehabilitation of the rail facilities, and their establishment upon a sound financial basis, are fundamentally essential to the common welfare of the American people."

Whatever Is Done Must Be Done Soon.

In the opinion of the *Peoria (Ill.) Star* (May 19), there does not appear any other way out of the railroad muddle save an increase in rates. As to how much that should be we do not pretend to say. The roads say they need 30 per cent. They have laid the cards on the table and have opened their books, so it is probable that they are telling the truth. But whatever is to be done must be done soon or we shall have no transportation at all and the general condition of the country will be ten times worse than before."

In the opinion of the *Green Bay (Wis.) Gazette* (May 18), "the country will gain nothing by opposing a constructive policy for the railroads. It will only bring added suffering upon itself by standing in the way of any program for the rehabilitation of the railroads which will actually put them in shape to meet traffic demands, whether it be by heavy increases in freight rates, but government loans or by government guarantee of their bond issues. The emergency is critical. It has reached a point where it must receive attention."

The *Kingman (Ariz.) Miner* (May 15) observes that "the claim for increased rates on the part of the lines, and the advances in the cost of operation which have already gone into effect, are simply instances of the general increase in the cost of living, which hits everywhere."

Give Roads Money They Must Have.

Noting the great increases in freight rates

in Europe, the *Kearny (Neb.) Hub* (May 21) says:

"Now the point to be noted is that in Europe the increase in railroad costs is accepted as a necessity; the attitude of the great shipping public has been one of willingness to grant to transport such increase as would make it able to function as efficiently as possible. If the same attitude prevails in this country, a means to giving the railroads the money they must have can be found. No nation can afford to allow its transport to fail it; less of all can we at this time."

As expressing its own views the *Everett (Wash.) Tribune* (May 12) quotes the following remarks of the *Saturday Evening Post*:

"Raising six billion dollars without allowing the railroads to charge adequate rates would prove about as satisfactory as trying to provide an omelette for the family dinner out of father's old top hat."

"We cannot increase our production unless we increase our railroad facilities; we cannot increase our railroad facilities unless we attract the capital for this work; we cannot attract the new capital unless railroads are allowed to charge a fair price for the service they render the public."

"To decide what is fair and reasonable is a problem which bristles with difficulties, but it is not impossible."

Freight-rate increases are not opposed by the *Seattle (Wash.) Times* (May 17) because—

"The United States cannot exist comfortable, industry cannot flourish and industrial peace cannot be maintained so long as the railroads continue depressed or so long as their employees continue underpaid."

"There should be no hesitation in pledging government credit for the purchase of needed equipment, nor in advancing rates to the point where the lines will prosper and their employees will be adequately remunerated."

NOT A RAILROAD OWNER'S PROBLEM ALONE.

Howard Elliott, chairman of the subcommittee of the general rate committee, Association of Railway Executives, said before the Interstate Commerce Commission: "The railroads must obtain earnings enough to meet all obligations and have sufficient credit to sustain them in competition with other forms of industry into which people put their time, brains, energy and money."

In that sentence Mr. Elliott, who is one of the ablest and fairest among the railroad executives, has put the substance of the railroad problem. In almost all kinds of indus-

try profits during the war and since the war, indeed, for the past five years, have been handsome and attractive. There has been one notable exception—the railroads of the country.

Mr. Elliott pointed out that for the year ending October 31 railroad properties returned on the investment less than one-fifth of one per cent for the Eastern roads, three-fourths of one per cent for the Southern roads, and slightly more than 2 per cent on the Western. The average for the whole country was slightly more than one per cent. How can any one expect capital to be attracted by returns of that kind when industry in general is offering in legitimate and properly conducted enterprises 10 to 20 per cent? If this were a matter affecting the interests of the stockholders and the bondholders of the railroads alone it would not be just to ignore their rights, but the more important consideration is that the limited revenues of the railroads deprive them of the ability to maintain themselves and furnish to the public transportation facilities which are necessary for the prosperity of the country.

He is fooling himself who thinks that the railroads can be starved without industry in general suffering thereby as well as the railroad stockholders themselves.—Minneapolis (Minn.) *Journal*, May 26.

SOUTHERN PRESS SUPPORTS PLEA FOR ADEQUATE R. R. RATES.

Nowhere in the country has the request of the railroads for adequate revenue met with a more sympathetic hearing than in the South. This is the way in which the Lynchburg (Va.) *News* (May 18) analyzes the situation:

"Industrial development, progress and prosperity in the South will largely depend upon adequate railway service. That is a sine qua non.

"The South today stands under the threat of imminent industrial peril. Bankrupt railway systems, or railway systems so undernourished that they can supply but scant, unsatisfactory and inadequate service, must be witnessed unless favorable heed is given to the petition for a 31 per cent freight rate increase which is now urged by the common carriers of this section of the United States.

"No citizen can afford to dismiss with careless indifference this phase of the national industrial situation.

"There is but one way in which to view the railroad situation, and that is with vision of common sense such as people are wont to apply to all business propositions. For first and last this is a business proposition of which railroad corporations are parties of the

first part and the general public party of the other part. If the public, through the Interstate Commerce Commission, is indisposed to grant an increase in rate sufficient to earn six per cent on the property investments of railways, as distinctly authorized by an act of Congress passed this year, then first the railroads, and afterwards the people, must pay a price in loss and deprivation that will be full fraught with disastrous consequences."

Assuming the figures furnished by the roads to be accurate, it appears that for 1919 this group's net Federal income should have been more than \$91,000,000, but was only about \$41,000,000, the Norfolk (Va.) *Dispatch* (May 20) remarks, and adds: "In these circumstances, an increase in freight rates of about 31 per cent would seem to be reasonable. In any case, as between safe and sane railroading on the one hand and bankruptcy or government operation on the other, there is wide margin for cheerful concessions on the part of the public."

In the opinion of the Charlotte (N. C.) *Observer* (May 18), "a condition has materialized which must be faced—one which cannot be dodged. The public must bear the burden of higher rates until times get better, or pay the heavier penalties later on of a wrecked railroad system. The railroads, in order to keep going, must have more money, and the only source of producing this money lies to the hand of the rate-maker. Obviously the railways of the South cannot afford to borrow money for improvements and extensions—if, indeed, they can borrow it at all—at rates of interest if they are not to be given rates which will yield a fair return on their property investment."

The Charleston (S. C.) *Mail* (May 19) thinks that there must be a change from the idea that railroads can be successfully operated on an income less than expenses:

"The railroads must operate and they will be operated. And the people, the ultimate consumer, the great body of the taxpayers, will pay for the operation of the railroads. There is no way to get around this fact, conceal the method of payment as much as possible. Neither business in general nor the general public will look with anything akin to pleasure on an increase in freight rates. They have not regarded kindly many of the advances in the cost of things; but they have had to face the music, doleful as the music may have been.

"Under such circumstances, what can be done about it? A number of gentlemen have some quite curious theories about it, but what is theory against an adamant fact staring one in the face

and as inexorable as a law of the Medes and Persians?"

"It is manifest," the Montgomery (Ala.) *Advertiser* (May 19) remarks, "that the roads must have more revenue.

"This must come from increased freight charges, or from Federal taxes or it must be borrowed. It cannot be borrowed.

"No matter from what source the new revenue comes, the public must bear every cent of the cost. That is not pleasant to realize, but it is more pleasant than the alternative, which is that gradual disintegration of the American transportation system would cost the public more many times over.

"This is the problem of the average man who has himself and his family to provide for, quite as much as it is the problem of the men and women who are directly interested in the railroad system, either as owners or as employees. It would be pleasanter to imagine that the rest of us have no more than a passing interest in the railroad issue of the day; but the fact is that we are all vitally concerned."

Referring to the application of the Southern roads for higher rates, the Birmingham (Ala.) *News* (May 23) says that it should be "granted immediately."

"No shipper wants to see his freight rates increased, and yet he faces the direct alternative of the unthinkable breakdown of transportation facilities. There is no other way out. Justice demands the increase, sound business sense makes it imperative. The whole nation is dependent upon its railroads, as was clearly demonstrated during the outlaw strike of a few weeks ago. The railroads cannot be allowed to go to ruin through a short-sighted financial policy. Coming to the aid of railroads has not been popular business during the last fifteen years, but at last the country has awakened to the fact that present conditions are what they are, not what people imagined they might be and that more revenue for the railroads is the only alternative to a complete breakdown of transportation."

Making a plea for speedy action on the application for increased revenue, the Vicksburg (Miss.) *Herald* (May 17) says: "If we wait until next fall for definite action, we will waste a whole summer and enter an active business season under conditions that will mean enormous loss to individual business and a heavy burden upon the consuming public. Business organizations generally can render no more effective service than to bring all possible pressure to bear to the end that whatever remedies recent legislation provides may be applied with all possible speed."

APPROVE RATE INCREASES.

With very few exceptions, the request of the carriers' current application for rate increases has been seconded, or approved in principle, by commercial bodies, trade organizations and leading newspapers the country over. Rate advances are not welcomed, of course, but they are recognized as necessary, and the good of the transportation service is ranked by general consent superior to the objections against increase of transportation costs. The general demand is for efficient service, and there is a general willingness to pay the price.—New Orleans (La.) *Picayune*, May 25.

UNREASONABLE VERDICTS

The surest way to stop the progress of Hattiesburg, close up her industries, throw men out of employment and create a condition where capital will refuse to come here and invest, is to render unjust and unreasonable verdicts against industrial companies.

For some years we have enjoyed a happy period of prosperity, and juries have been sane in their decisions, but from two extremely unreasonable verdicts returned in the circuit court by juries here within the past few days it would appear that reason has been thrown to the four winds of the earth.

Until our business, our skilled workmen and farmers of education, men who think, reason and are practical, fair and "on the square", men who want to see that corporations as well as employees are treated fairly at all times, quit trying to dodge jury service, we may expect injustices in jury verdicts to continue. You men of vision, you busy men who have the interests of Hattiesburg at heart, awake from your indifference, and instead of trying to dodge jury service, accept gladly the responsibility of this civic duty when it is assigned you.

A verdict for \$18,000 against a lumber company for a defendant whose limb was cut off when he tried to board a moving log-train, and a verdict for \$35,000 against a railroad because one of its employees had a quarrel and killed a man, are two instances where we believe great injustices were done to defendants. The verdicts could hardly have been more if the defendants had deliberately planned these injuries.

We do not attempt to either affirm or deny that liability to the extent of negligence was established, but we do say that if liability was established the amounts of the verdicts certainly were unfair and unreasonable.

This criticism is not a defense of a corporation. We sympathize deeply with persons so unfortunate to be injured; of the families of those afflicted by unfortunate circumstance, but we must not and should not saddle on a business enterprise a terrific burden because our sympathies sway us or we feel a prejudice. Exact justice, after care-

ful and painstaking reasoning, always should be done.—*Editorial from Hattiesburg (Miss.) American, May 14, 1920.*

HERO SWIMS 600 FEET THROUGH FLOOD TO WARN TRAIN.

Section Foreman Braved the Raging Icy Waters to Save 150 Passengers.

Omaha, June 22.—In the recent South Dakota floods John Williams, a section foreman, swam a swollen creek at night in a hailstorm to warn a passenger train that a bridge had gone out. He stripped himself and tied the danger signals to his back. After he had set them he approached a nearby house, then remembered his negligee and swam back across the 600 feet of swirling current.

The passenger train, it developed later, was stopped farther up the road at a point where the railroad men had little hope of halting it. Williams' heroism, however, was not overlooked by the railroad officials.

The bridge was the Burlington's over Hat creek, near Ardmore, S. D. The Hat creek flood tied up traffic for eight days, cost seven lives and did \$500,000 damage to the one road.

Several days after the flood the section foreman was looked up by a newspaper man from the city. He found him directing a gang of laborers repairing the washout.

Williams related how it had been raining through the previous weeks and the April blizzard had left the ground soaked, so that when the last storm came on it ran off as if from a duck's back "and old Hat creek started on a rampage."

Decided to Swim

"I kept watching the new bridge over the creek all afternoon," Williams told his visitor, "and the water kept comin' up and comin' up until it reached the ties. Then I got worried for fear the bridge would go out, and I went back to town and reported it to the operator. He told the dispatcher at Alliance about it. The telephone and telegraph wires runnin' west had all gone down and we couldn't get Edgemont or anyone west of the creek. Jack Welch, the dispatcher at Alliance, talked to me over the railroad phone and asked me if I could get to the west end of the bridge, across the creek, and put out a red light and some stop signals so as to hold the night passenger train, No. 42, which was due at 9 o'clock. I told him I'd try, and went back to the bridge.

"When I got there again the water was clear over the top of the bridge, and it

looked to me like one of the steel spans had gone out. We tried to phone the government farm on the other side and ask them to go out and put out a red light, but their phone was gone and we couldn't reach anybody.

"Well, I just figgered the chances was probably aginst me gittin' across, but it was only my life against 150 passengers on No. 42, and I figured that the train would be running pretty fast when they came up to the bridge, and they might be into it before they saw it, so I walked up the creek a half-mile, stripped off my clothes, tied my red lantern, red flag and torpedoes to my back, and swam across.

Swam Back for Clothes.

"There wasn't so many trees out there and she was only about 600 feet wide, but the water was full of hailstones and cold as hell. It was rainin' to beat the band and dark as blazes. I sure felt good when I hit that fence on the other side and drug myself on the bank."

"How did you get back to Ardmore," Williams was asked, after he had related how he placed the signals.

"Well, I walked back to the government house, but when I got close to the office and saw the bright lights there I remembered I didn't have no clothes on and I thought I'd make a pretty lookin' sight bustin' in on 'em like that, so I walked back up the stream and swam back."—Chicago, Ill., Post, June 22, 1920.

STRIKE "MANIA"

Strikes are like measles or profiteering—quite catching. It has almost become the order of the day. One organization strikes, then another must do so also, until it spreads all around, and everyone feels its bad effect, for strikes injure hundreds of more people than they benefit. The country, it may be said, has had a continuous siege of strikes since the close of the war, which seems to have demoralized everyone, filling all with the idea of doing the other fellow and getting more for services rendered. The strike mania is constantly breaking out, and we don't know where it is going to hit next. Men who stir up strikes as a rule have nothing else to do except sow the seeds of dissension. They never make a dollar by hard labor, and do incalculable harm. They cause thousands of people to throw up good jobs and loaf around, to the injury of their families. As a sample of this, witness the unauthorized switchmen's strike, which has resulted in hurting both strikers and the public, becoming so annoying that the government has threatened to take a hand and put a stop to it.—*Jackson (Miss.) Clarion-Ledger.*

CLINTON ILLINOIS

The first house was built in Clinton, De Witt County, Illinois, by James Miller, and was situated on the west side of the square and was built in 1835. The first plat of Clinton was made by James Allen and James M. Fell October 3rd, 1836. It is assumed these men little dreamed at that day that a city such as Clinton, numbering approximately at this time, 7,000 souls, would be founded, but they located well. In the years that have intervened there has been a constant and steady growth. Emigrants came to this place from almost every state in the East and the South. They are a select body of men and women, the best that the civilization could furnish in the earlier years and later. They were conservative, progressive, and enthusiastic and early discerned the future there must be for a city centrally located in this great state of Illinois.

Bounded on the west by Ten Mile and on the east by Coon Creek, the drainage for a city is superb. The city these early pioneers founded was surrounded on all sides by the rich and fertile prairies, none better in the state of Illinois. These men who were interested in this rich prairie soil could they be living today would see this land increased in value from \$1.25 per acre to prices ranging from \$500 to \$600 per acre.

Central Illinois has the reputation of being located in the richest corn belt of the United States. Clinton is located almost centrally in this great corn belt. Much of her wealth is derived from the agricultural products of this section. Three grain elevators care for these ripened crops and at every little hamlet, village and city in the county elevators rise up and are one of the indications of the growing prosperity of this community.

In later years the Illinois Central Corporation early realized the importance of Clinton as to its location, the fertility of the land surrounding it, the aggressive and progressive spirit of its citizens and determined to make this city a division point known as the Springfield division. In this division are 465 miles of track and from this point there radiates in six directions the Illinois System, through trains passing from Minneapolis, Omaha and Sioux Falls over the main line to New Orleans. From Chicago to St. Louis are the best equipped trains that the country affords. These pass over the Illinois and

Springfield divisions, passing directly through the corn belt of Illinois is the line known as the Champaign and Havana.

These radiating roads give to this community facilities for shipping such that no other locality in this section of the country enjoys. Just now manufacturers are coming to realize the advantage that Clinton holds in the matter of shipping. The Clinton business and professional men have raised a fund amounting to \$80,000 and have invited Browns Shoe Company to establish one of their branch factories at this point. It is the belief of all who are interested in this movement that this corporation will accept the amount and that within one year this factory will have been built. It is expected within a year that a three-story building, modern in every way will have been erected and there will be employed 400 women, girls and men and a pay roll of \$5,000 a month will be added to many other pay rolls which our citizens now enjoy.

It will be a surprise, even to the citizens of this city, to know that the Illinois Central Railroad Company employed in May of this year, on the Springfield division, 3,000 people. This number includes those employed in the Illinois Central shops in this city as well as the trainmen and others. It also may be a surprise to our people to know that the pay roll in May of this year for these employees amounted to \$283,976.

The increase in business that the Illinois Central has enjoyed makes it necessary for almost yearly improvements. The shops, where approximately 400 men are employed, have been enlarged from year to year in order that cars and engines entering this division point may be repaired and cared for. There is seldom a year passes that the directors of this corporation do not appropriate money for the improvement of the yards or the shops. The business of this division point has so increased that the Illinois Central has been obliged to increase its yard tracks until now it numbers 25 miles. For the accommodation of the traffic that the Central now enjoys there has recently been made another appropriation and work will be commenced early on these other improvements.

Mr. C. W. Shaw is now the superintendent of this division and he is ever on the alert to serve his company to the best advantage and at the same time is ever anxious to accommodate the business people and traveling public in any possible way. His courteous



Residential District, Clinton, Ill..

treatment has made him friends among the employees of this division as well as with the people who have had any business connections with this division.

Centrally located as Clinton is with railroads radiating in every way, Russell-Meyer Grocery Co. has established here a wholesale grocery concern capitalized with \$40,000. This corporation has enjoyed a splendid business, reaching out over a radius of 200 miles.

The Merwin Garment Company early this year established a branch factory, and there is employed in this factory at this time, 40 women. The success of this factory has been more than the company anticipated and it is their intention to enlarge this institution in the very near future.

These are but few of the corporations that have established in our city. They have come here because of the progressive and conservative ways of our citizens. This city has had no labor trouble and because of these conditions manufacturers are looking to us, our business men extending a welcome to all such organizations, and the future is inspiring to Clinton.

We know of no locality within the state of Illinois where there is a better market for all that is grown. This we attribute largely to the splendid shipping facilities that Clinton affords. Other than the Illinois Central, we have The Illinois Traction System, which connects our city with Bloomington, Peoria, Decatur and St. Louis. This market includes, not only grains, but live stock in every form. Crang & Walrod have constructed sales barns second to none within the state. This firm holds sales of live stock almost monthly, buyers coming to enjoy these markets from every large city within the country.

Years ago Jacob Tick realized Clinton, centrally located as it is, as an ideal spot to establish a junk yard. His buying and selling was in a limited way but he has gradually expanded, until shipments coming to and leaving Clinton, are of an enormous volume. The business has expanded until now his establishment is a market center for wool, poultry, eggs, old rubber, iron, not only for the immediate vicinity, but Tennessee, Kentucky, Arkansas, Missouri, and other adjoining states. His is a real business center for such products and his markets are no longer the larger communities of this state but shipments for years have been made to Baltimore, Philadelphia, New York, Boston and other larger Eastern cities.

Dr. John Warner's far-seeing mind told him in 1867 that Clinton needed a banking institution, and he, with others, organized The John Warner Bank as a private institution. This bank was located in the southeast corner of the public square, where the bank is now located. Since that time the organization has been changed to a state bank but is known by the same name and is now capitalized for

last statement, of \$877,637.40. The president of this institution is Vespasian Warner.

The De Witt County National Bank was organized in 1872, the prime mover in this organization was Col. Thomas Snell. The capital has been increased until now it is \$100,000 and enjoys deposits of \$852,902.19.

In 1890 the State Bank of Clinton was organized with a capital stock of \$50,000. This has since been increased to \$75,000. This institution now has deposits of \$747,846.74.

As the value of lands has increased business men of this community realized there should be a loan company organized where prospective buyers could go and arrange for payments on lands which they purposed buying. In 1911 there was organized to meet these demands the Farm Loan and Trust Co. with a capital stock of \$50,000. This institution began business in a limited way but during the past fiscal year made loans on the rich prairie land of this section aggregating more than \$1,000,000. Edward Wade is president of this institution.

The best evidence of this city's and community's growth and prosperity also the active interest that is taken by its men in meeting the demands of the people is demonstrated in the organization of the fourth bank, to be known as the People's Bank of Clinton. The capital stock of this institution is \$100,000 and it will be located at the corner of East Main and South Monroe St., opposite the State Bank of Clinton. Corporation papers have been taken out and within the next 60 days this institution will throw open its doors to assist in caring for the needs of our city of 7,000 people and those of the surrounding country.

The man who drew the first plat for this city must have realized that sometime this would be a growing and prosperous community. They arranged for a public square in the center of which is a splendidly constructed courthouse with streets leading therefrom north, south, east and west. These streets connect with well kept roadways running through the rich and fertile country. Clinton in future years will enjoy the hard road which will be constructed from Beloit, Wis., passing through Freeport, Joliet, Bloomington, Clinton, Decatur and extending to Cairo.

Year after year Clinton sees her citizens become more and more the owners of their own homes. Visitors speak of the well kept residences and lawns as well as the shaded streets. This largely comes from the interest each family takes because of owning the home. The desire of the individual to possess a home has been aided by the building and loan associations of this city. There are now three of these corporations, each of which has the support of the community. The first of these to organize was the Central Illinois Building and Loan Association of which at present R. C. Taylor is secretary. This association

has loans aggregating \$750,000. The second to organize was the De Witt County Building and Loan Association of which Edward J. Sweeney is secretary and which has loans aggregating \$250,000. The last to organize was the Corn Belt Loan Association of which Edward B. Mitchell is secretary. This association has loans aggregating \$200,000.

Clinton has three modern, well-equipped newspaper plants. There are two dailies and one weekly. The first of these to be established was The Clinton Public in 1859. This plant, which is modern in every way, is now owned by a stock company and is Republican in politics. The Clinton Weekly Register was established in 1868 and is edited by Geo. W. Hughes and is Democratic in politics. The last publication to be organized was the Clin-

ton water for city purposes. Two of these are 280 feet in depth and two are 90 feet. Scientific analysis pronounced the water pure, sparkling and free from deleterious ingredients. These wells furnish ample water for private and public consumption. There are about 10 miles of water mains, 90 fire hydrants and 1,200 private consumers in the city.

Clinton is one of the best paved little cities in Central Illinois. Its principal streets are covered with substantial vitrified brick which adds immensely to the beauty of the city. The number of miles of paving that this community now enjoys is seven. Clinton has never suffered a disastrous fire. A splendid water system and an abundant supply, together with a courageous and loyal fire department, have largely been responsible for this condition. As



ton Morning Journal, founded in 1908 by B. F. Peltz, who is the present editor and manager. It is independent in politics.

There is no more healthful community in this section than Clinton. There never has been any ravages of disease and it is believed that the care and attention that has been given to the sewage and cleanliness of the streets and alleys has been largely responsible for this condition. A perfect sewer system was early established for Clinton. This includes mains and laterals which have a good outlet and in mileage measures 15. Clinton owns her waterworks, constructed in 1887. The powerhouse and wells are located in the south part of the city, a beautiful park surrounding these works. The boiler and engine house is of brick. Four wells furnish

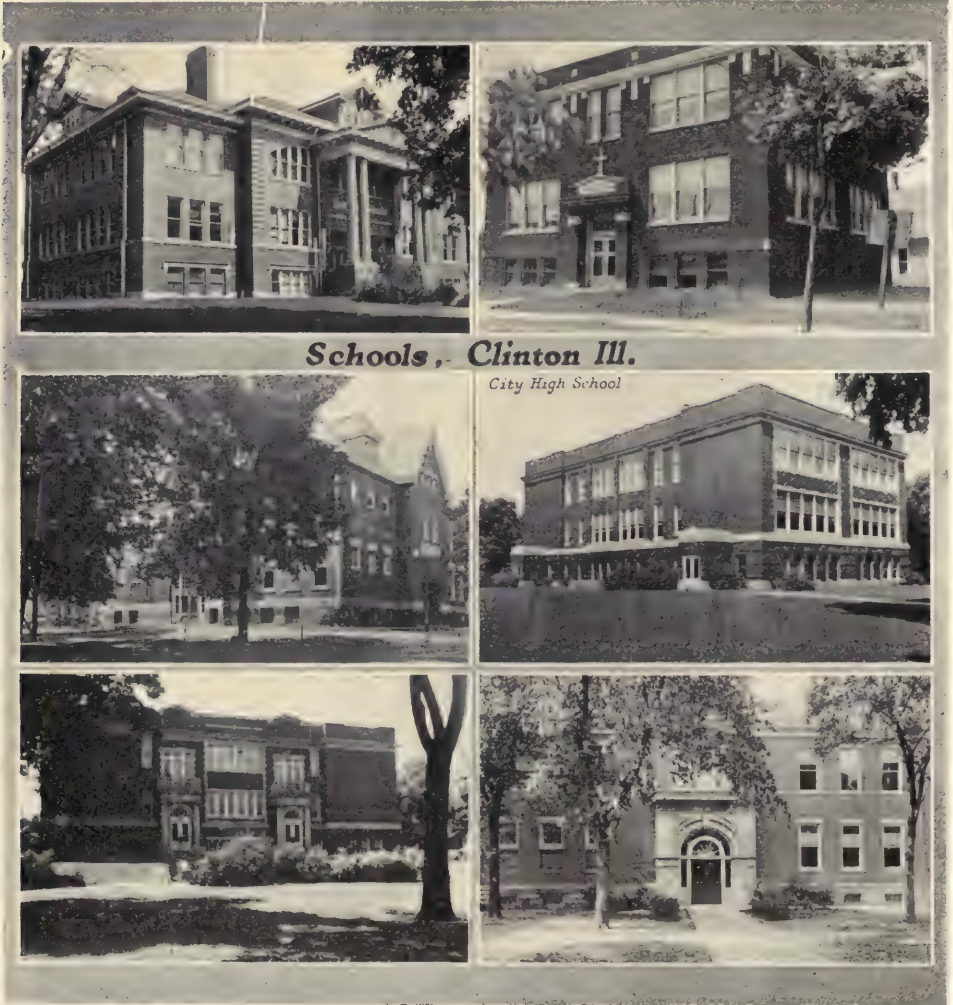
early as 1904 we have enjoyed an organized fire department. The citizens and city council have responded to the every need of this department and have provided apparatus to meet the every need.

This community enjoys the distinction of having a well-equipped and thoroughly modern ice manufacturing plant, that not only supplies the needs of the city, but through perishable freight trains, and the smaller communities within a radius of 50 miles. It also has a well equipped gas plant with mains and laterals extending into every section of the city. A telephone company, which is at present improving the system at an outlay which approximates \$100,000, and when completed will give to this community an automatic system second to none in the state.

The McKinley Syndicate has an electric plant which furnishes light for private residences and the public buildings and business places, as well as lights for the city. Every section of the city is well lighted, and the business square, as well as streets leading therefrom, are amply supplied with cluster lights.

Weldon Springs Park, consisting of forty acres of land, located three miles southeast

tual and financial viewpoint, and as its program indicates from year to year, the best platform talent in the country has been drawn upon for the advancement of thought and mental discipline. The great assemblies of people have each year increased in number and support. As years have gone by improvements have kept pace with the requirements and demands of the association. A



Schools, Clinton Ill.

City High School

of Clinton, is a most delightful place. The late Judge Lawrence Weldon of Bloomington, one of the pioneer lawyers of De Witt County, suggested the organization of the Weldon Springs Chautauqua Association. Following out his suggestion, the system was organized in 1900 and incorporated in 1904. From its inception the assembly has been a pronounced success, both from a social, intellec-

large and magnificent auditorium has been built on a high point where the ground gradually slopes towards the lake, at a cost of \$5,000, and which will comfortably seat 4,500 people.

Our form of government is the commission and follows along the line of the same, is payment of the members of the board for services rendered, taking away from the

mayor his veto power by giving him a direct vote upon every question presented, fixing the responsibility by assigning each member a certain department and holding him responsible for the same. The majority of our citizens are in favor of this system over the old plan of mayor and aldermen. There can be no possible comparison between the two systems as to efficiency and results. The present mayor is Frank Rundell, Commissioners H. B. Lundh, Amos Bordner, John H. McKinney, and Harry S. Macon.

Our citizens are always on the alert to take advantage of any opportunities that may arise where the community may be benefited. All fraternal organizations of any advantage to communities have healthy and growing or-

homes or in support of the flag. As early as the Mexican war this community had her patriots and her volunteers. In those days mail was received from Decatur, the farming communities receiving the news of war from the Clinton people. Such was the interest and earnestness concerning this war that a cannon was purchased that the news might be spread. When it was fired the people flocked in from the country to hear what of news there might be. In this war, the Civil War, the Spanish war and the recent World war it has never been necessary to conscript the patriots of Clinton or De Witt county. The quota of this community was always full. We are Americans.



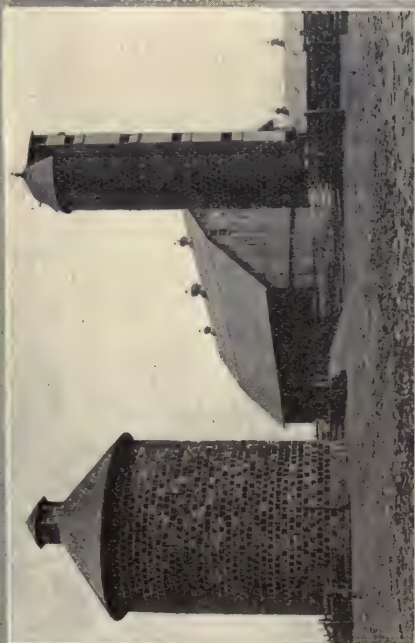
ganizations here. Many of them own their own places of meeting. Several gentlemen only recently realized the need of a Rotarian club and in May of this year 24 men came together and organized a club with Dr. W. A. Atkins as president. These men have gone to work with an enthusiasm which is characteristic of our people and this organization will fill a much needed want. Each of the membership has entered his name, not only for the well-being of the organization but for the uplift and help of the city; its institutions and its people.

The patriotism of the men and women of Clinton and De Witt County has always been unbounded. In every war since the settlement of this community patriots were ever ready to shoulder the gun to defend their

The Doctor John Warner Hospital

Perhaps no enterprise nor institution fills such an avenue of necessity nor is deserving of more consideration than "The Doctor John Warner Hospital" of Clinton Illinois.

The site with this modern building erected upon it was donated by Doctor John Warner to the city. The donor was a pioneer physician of DeWitt county and this act of philanthropy is a monument to his memory. It is a three-story brick structure, modern in every way. The third story contains the operating room, sterilizing room, doctors' dressing room and delivery room for obstetrical patients. The other two floors are for the accommodation of patients and provide for a capacity of twenty-five. It is a municipal institution and



Farming, near Clinton Ill.



is managed by a board of three trustees appointed by the mayor.

The people of Clinton were generous enough to provide for a two mill tax which with its earning capacity has made it virtually self-sustaining, although some donations have been necessary and have been made. It has a corps of nine nurses who are under the direction of Mrs. Lelia Curtis, its superintendent, who is a graduate of Charity Hospital in New Orleans. It was opened for the public in 1910 and a report at the end of the second year stated that three hundred and two patients had been treated during its first two years. Its present rate is seven hundred and twenty patients per year which shows the remarkable demand and the education for such an institution.

room, Sunday school rooms, pastor's study, parlors and auditorium complete, this building constitutes a great working plant, and under the able direction of Dr. C. H. Johnson, who has been pastor for the past three years, the congregation holds an important place in the community. This church was organized in 1854.

The First Baptist church is without a pastor at the present time, but holds regular services and has a rare distinction of having had one man serve as superintendent of its Sunday school for a period of twenty-five years. Mr. K. S. Brown, a retired merchant of the city, holds this office, and his devotion to duty presents a worthy example to the community.

Rev. Maurice G. Linton is the respected



Hogs, Clinton Ill..

This hospital is an adjunct to the Illinois Central Hospital Department in Chicago and is used for the benefit of employees at this point.

Churches

Clinton is proud of her churches and of her Y. M. C. A.

The old M. E. church building still stands on South Madison street. The present commodious building was erected in 1868, and plans for a new structure are under consideration. The congregation numbers about nine hundred, and is well organized under the competent leadership of Rev. F. B. Madden, the pastor.

The beautiful building now occupied by the Presbyterians was erected in 1906, and is perfect in its appointments, with kitchen, dining

pastor of St. John's Universalist church, and has led his people in a good work since March 1, 1919. This work is well organized, and the regular services of all departments of the church are held during eleven months of the year, the month of August being taken as a vacation and chautauqua season.

The Free Methodists church holds regular services, and its activities are directed by Rev. Oscar W. Dairy, the worthy pastor.

The Disciples of Christ worship in a complete but small brick building which was erected in 1889 and was re-modeled in 1909. This church is doing a good work in the community under the wise leadership of the pastor, Rev. R. L. Cartwright. Under the

direction of Mrs. Cartwright, the Junior Congregation is solving some of the problems among the young people of the church. Well located lots have been secured, and plans for a new building have been discussed.

The A. M. E. Church and the Colored Baptists have regular services, but no resident ministers. Each of these churches has preaching once in two weeks.

The First Church of Christ Scientist was organized in Clinton about twenty years ago. Regular Sunday and mid-week services are held under the direction of the two readers.

ing is of brick, is of the Romanesque style of architecture, and is beautifully frescoed. St. John's is a large and prosperous parish, and is now in charge of Rev. S. N. Moore who erected the Parochial School in 1916, and who enjoys the confidence of the community.

Clinton Public Schools.

The history of the public schools of this city through a period of 65 years indicates that the people of this community have always given loyal support to our system of public education. The substantial and well



Clinton's Y. M. C. A. is unusual for a city of seven thousand population. The three-story building with basement is built of brick and is attractive in appearance. The gymnasium, swimming pool and reading room are popular, and the parlors afford a convenient gathering place for important public meetings. The directorate is composed of prominent professional and business men, Dr. C. G. Glendinning having been president of the Board since its organization.

St. John's Catholic Church was erected in 1903 under the direction of Rev. M. A. Dooling who was promoted in 1907. The build-

equipped school buildings of the city, the commodious and beautiful grounds afford abundant proof of the pride and interest of the people in its schools. Including the Manual Arts Building, there are six school buildings all of which are filled to their capacity during the school year. The campus on which the high school, manual arts and Washington grade and departmental buildings are located is one of the most attractive spots in the city. This campus is one block by two blocks and the natural setting of trees in groups, together with the shrubbery, commands the admiration of all who visit our city. The southwest

portion of the city is served by the Lincoln school, the Southeast by the Douglas School on East Main street and the northeast by the Webster School on North George Street.

The present development of the schools to meet present day demands has brought about the organization of the Clinton Community High School including rural territory of which Clinton is the natural community center. In the course of a few years when the new high school building is completed the present high school plant will serve as a

all of the older boys to enter the service, has resulted in a companionship that exists to this day as the "McCorkle Club." The school continued in this building until 1869 when it was found necessary to erect the Washington Building. The men in charge as superintendents in the old brick were T. J. McCorkle, J. G. Merchant, T. S. Armstrong, and W. D. Hall.

The new building ready for occupancy in the fall of 1869 was an imposing brick and stone structure three stories in height with full



Business District



Clinton Ill...



Junior High School and relieve the crowded condition in several of the ward schools.

In 1856 the present district was organized and plans made at once for the erection of a building, now the old brick used as a part of the storage barns on North Jackson Avenue. The first superintendent of this school was T. J. McCorkle who remained in charge for a period of seven years. Although there was no formal organization of a high school, there were advanced classes taught by Mr. McCorkle. The remarkable influence of this man together with the associations formed by the students in the advanced department during the opening years of the war for the Union, the departure of

basement and relieved with two towers. This building served to house the high school for 40 years during which time the schools were in charge of the following as superintendents: S. M. Heslett, W. D. Hall, J. Wilkerson, R. E. Morrow, Laura E. Holbrook, N. J. Gilbert, E. Chilcoat, J. W. Coultas, George E. Owen, J. H. Heslar, E. B. Bentley, F. L. Horn, and H. H. Edmunds.

The grades of the Washington school continued to use this building until 1916. The growth of the high school made a new building necessary and the present structure on North Jackson avenue was dedicated February 12, 1909. The rapid growth of the high school required more room and in the erection of the

Washington school in 1916 it was planned to care for several departments of the high school in the new building. Further room for high school was provided in the combined heating plant and Manual Arts Building.

The Clinton High School was organized with a three year course of study in 1869 and the first class consisting of three students, was graduated in May, 1872. In 1893 the course was changed to four years and for more than a half century,—1869-1920, has graduated 331 boys and 531 girls, a total of 862. The school has met the needs of the community in every decade of its existence and comes to the close of its present organization in the summer of 1920 as a full accredited high school of the North Central Association and provid-

O. Williams president, E. B. Bentley, secretary, R. R. Hollis, John Warner, Daniel Ward. The board has made a three year lease of the present high school plant and during the spring of 1920 has organized a faculty of 18 teachers under the direction of H. H. Edmunds as superintendent. An enrollment of 375 to 400 is anticipated for September.

Course of Study. The widely elective system of the last ten years will prevail in the high school. A student in the first half of his high school career elects one-half of his work and in the latter half of his course elects three-fourths of his work. All of the programs, of the student must be approved by a faculty adviser or the principal. Students may find in this curriculum all work. Students



ing courses of study of such a variety that any boy or girl may select the work that will best meet his needs.

Clinton Community High School, District Number 116.

The new high school district is organized in accordance with the best ideas on community building and organization. The district includes nearly 50 sections of land of which Clinton is the natural community center. A board of education comprising five members is in charge and plans to erect a building that will in every particular meet the needs of the people of this large community. The Board membership is as follows,—Louis

for entrance to any course in an American college or university. In addition to college preparatory,—there are manual training courses, household science and arts, commercial and general English courses.

College Preparatory. The subjects in this department include four years of Latin, two years of French, advanced mathematics, including trigonometry, and four years of English. Laboratory work in both physical and biological science is afforded.

Manual Training. This department occupies the main floor of the Manual Arts Building and includes bench work and mechanical drawing. Pupils of the 7th and 8th grades are

required to take bench work and oftentimes it is in this work that a boy first realizes something in his school tasks that appeals strongly to him. The work in the drafting room has started many a boy in his engineering course at the university months ahead of boys who have not received this valuable training.

Household Science and Arts. This department will be operated under the provisions of the Smith-Hughes Act this year and groups of girls will be organized who will follow

demand for graduates of this four year course than the school can supply.

Athletics. Under the direction of a competent coach, who is also a teacher in the high school, foot ball, basket ball, base ball and track have been maintained on a high plane of pure sport. The athletic association numbers all of the pupils in the high school. The local board of control is composed of four teachers and four students. The regulations of the State Athletic Association are



Business District



Clinton Ill.



definite courses in the high school with one-half of the time devoted to special work in this department. Cooking, sewing, related art and design, related science are the special features of this department. Housekeeping, home nursing and sanitation and cafeteria management are stressed. In this department we have the well equipped cafeteria providing hot lunch at noon for any pupils and teachers of the schools. In four months ending June 1, 1920, the cafeteria served 3,400 lunches at an average cost of 24 cents each.

Commercial. For several years the commercial department with a complete four year course has been in operation. Typing, shorthand, bookkeeping, business law, and economics are leading features. There is a larger

carried out in the right spirit and our boys time and again win the highest honors in inter-school contests.

Social Interests. All social functions of the high school are under joint control of faculty and students and no social affair is held under the name of the school or any class of the school without faculty sanction and the presence of a committee of the faculty. The principal functions of this character besides those of the several classes, include the annual high school banquet and the Junior Senior reception.

Clinton City Schools, District No. 60

The Board of Education will in the future control the ward schools and in joint action with the high school board will employ a su-

perintendent and a number of special teachers. There are four ward schools in the city enrolling 1,150 pupils and employing 28 room teachers. Music, Palmer penmanship, sewing, cooking, construction work, bench work are all stressed in the grades in addition to the

school building it is planned to make the present high school plant serve as a junior high school for the pupils of the 7th and 8th grades. This will organize the work on the departmental plan of teaching and offer at least one-fourth the work as elective.



Residences



Clinton Ill.



usual subjects of the curriculum. Standard tests are employed frequently in a self-survey of the schools. Supervised play is a feature of the recreation periods and the old time disregard of the rights of others on the play ground has disappeared.

Upon the completion of the community high

The Board of Education of district number 60 is, W. L. Gray, president; T. C. Wampler, secretary; O. L. Langellier, J. H. McKinney, Mrs. Geo. Gray, Dr. C. S. Bogardus, T. A. Hull. H. H. Edmunds is superintendent. Miss Eleanor Sawyer principal of the Washington School; Mrs. Ella Morris, principal of the

Douglas School; Miss Elizabeth O'Brien, principal of the Webster School; Miss Maud Blue, principal of the Lincoln School.

St. John's School. Parochial

The Catholics of the city have maintained for about ten years an elementary school including the first eight grades. There are nearly 100 children enrolled under the direction of four teachers. The school is under the management of Father Moore and every year closes the work with a very interesting graduation program. The school is housed in a large modern brick building affording every facility for work and comfort.

The Vespasian Warner Public Library

About ten years ago our esteemed and distinguished citizen Col. Vespasian Warner made a gift to the city of a fully equipped library building and lot just across the street south of the high school. The building is one of the most substantial and beautiful struct-

library building was formally made over to the city, it was found to contain thousands of volumes of the Clifton L. Moore library, now a portion of the City Library. No one can estimate the influence of this institution as one of the educative influences of the community. It serves the public schools as though an integral part of their organization.

The library now contains 14,000 volumes and 50 current periodicals are regularly received. There are 2,444 borrowers cards in use and of this number 770 are pupils in the ward schools. The annual circulation of books exceeds 35,000, about evenly divided between adults and children. In the last year there has been a gain of 18 per cent in circulation. A feature of the work for the children is the story hour Saturday forenoons for the younger children. The total attendance for story last year was more than one thousand.

The McFarland Fund is invested and the



ures of the city. The furnishings are of the very best type, including steel book stacks. The large room for children, equipped with low tables and chairs is a feature of the institution. Around this room are the open shelves where the children may become acquainted with books first hand. The large reading room for adults is provided with reference books and a well selected list of current periodicals. Patrons are at liberty to go to the shelves to examine books and make their selections.

The library was started some years ago by the P. E. O. society. A large collection of books made and then turned over to the City of Clinton for maintenance. When the new

proceeds are used to purchase books of especial value and significance for the library. Miss Lillian Kent is librarian and Miss Helen Phillips, assistant.

The DeWitt County Bar

The progress or history of a community is the collection work of all its members. In the life of Clinton, its lawyers have always had a part.

There were but few buildings in that village when, Clifton H. Moore, its first lawyer, came in 1842. He pursued a long and successful career at the bar and died in 1901. Many business buildings and dwellings, still being used were erected by him. He was the first attorney for the Illinois Central Railroad in

DeWitt County, assuming that Employment when the road was built and continuing it throughout his life. He practiced law in Clinton with Lincoln, Douglas, Davis, Sweat, Weldon, Ingersoll and other noted men of that day. Before the Civil War, there was a lawsuit in Clinton over which Judge David Davis, afterward U. S. Senator and Justice of the Supreme Court of the U. S., presided, and in which Abraham Lincoln, Stephen A. Douglas and C. H. Moore were attorneys. The principal witness for the I. C. R. R. was its Chief Engineer, George B. McClelland. At that trial Mr. Lincoln first met the man he was afterward to appoint to the command of the armies of the Union in the Civil War. All of the men interested in that case, except Mr. Moore, became candidates for President of the United States.

The lawyers of Clinton served their country in the Civil War, the Spanish-American, and World Wars. Maj. Vespasian Warner served with distinction in Congress for ten years and Commissioner of Pensions for five years.

There are at present residing in Clinton twenty active members of the bar serving the needs of the community as advocates and counselors.

The Clinton Country Club

It was with the idea of closer social relations, the general promotion of beneficial athletic activities and the beginning of community co-operation that the Clinton Country Club was organized.

Early in January of this year a petition was circulated among the citizens of Clinton to promote the formation of such an organization. The idea met with unexpected support and late in February the first meeting was held in the County Court Room. At this meeting the nine directors were elected and given instructions to elect the officers for the ensuing year from their number.

March saw the organization perfected, state incorporation papers granted, and the by-laws written.

In April, Mr. Melville, a golf professor from the Bloomington Country Club came down and laid out the course.

The Club is four miles south of town on the Meridian Trail, lying to the east of the road and is between the I. T. S. and I. C. R. R. right-of-ways. The tract covers eighty acres and is one of the prettiest spots in DeWitt County.

The golf links comprises nine holes and is a twenty-two hundred yard course. The grounds are in a section of very rolling country and are traversed by two small creeks. This makes an extremely sporty course full of natural hazards.

A club house is in course of construction and when completed will be one of the show places of the town. It is thirty by sixty feet and has a concrete basement under the entire building. Two porches, one on the west and the other on the south will afford the members ample enjoyment of the cooling breezes during the heated months. The house is built entirely of logs cut in an adjoining timber, hewn on the grounds and locked and nailed into place. An enormous fireplace is in the north end and will afford a great deal of comfort to the members. A complete water and sewage system has been installed making the house as modern as a city home.

The heating plant and locker rooms are in the basement and the ball room, kitchen and pantry are on the ground floor. Meals will be served on the south porch.

The club has at present one hundred and sixty members and is growing rapidly. Residents of DeWitt County are eligible for membership.

The directors are, C. M. Warner, Dr. George S. Edmonson, F. K. Lemon, F. W. Russell, Frank Rundle, Dr. W. R. Marshall, E. L. Freudenstein, John Warner and Grant Hower.

The officers are C. M. Warner, President; Dr. George S. Edmondson, Vice President; F. W. Russell, Treasurer and F. K. Lemon, Secretary.

The permanent committees for 1920 are grounds, W. E. Russel, D. J. Bear, L. W. Ingham, J. Q. Lewis, B. F. Harrison and A. J. Gayhagen.

House committee, Don S. Russell, H. A. Campbell and Judd McGowan.



Good Roads



Clinton Ill.



TRANSPORTATION DEPARTMENT



Address Delivered at the Rotary Club, Greenville Miss., June 10, 1920

The Transportation Question as it Stands Today and to Be Solved by the Cooperation
of the Public and the Railroads

By T. L. Dubbs

There are in the United States 261,000 miles of steam railroad main tracks. To include second, third, fourth tracks, sidings and yard tracks, 397,000 miles of track.

To operate this plant 65,000 locomotives, 56,000 passenger train cars, 2,500,000 freight train cars, a large amount of auxiliary equipment, such as station buildings, shops, round houses and other machinery and equipment are used, and 2,000,000 employees are required.

This plant represents a valuation of about \$22,000,000,000. The gross earnings are \$5,321,000,000.

For each dollar of gross revenue received 59 cents is paid for labor, 15 cents for fuel, 21 cents for material, 3 cents for loss and damage, 3 cents for rent, 4 cents for taxes, and 9 cents for funded and unfunded debts. In other words, it has cost the railroads in the last year \$1.14 to earn one dollar and no allowance for betterments, reserves or dividends, which explains the reason for the deficit existing at the conclusion of the Federal Control of railroads, amounting to \$900,478,756.

This deficit was produced by reason of the increased cost of operation resulting from increased wages and material used.

For example, before the advent of the phenomenal increase in prices, the average locomotive cost \$27,500, today the average cost is \$70,000; of passenger train cars then \$6,500, now \$20,000; of freight train cars, then \$850, now \$2,750; other equipment and materials, etc., in proportion.

There has been set aside by the Administration \$300,000,000 to be used in the manner best calculated to relieve those existing deficiencies which are the most aggravating and which are exercising the minds of those concerned and responsible, to an extent beyond that which we comprehend. Of this

amount it is expected that \$40,000,000 will be used to discharge claims existing at the conclusion of Federal Control, \$125,000,000 to be used assisting the railroads in procuring in part the much needed equipment necessary to discharge the obligations of the carriers to the public.

It is proposed to use this \$125,000,000 as follows: For each 25 cents advanced as a loan by the Government upon which the road will pay interest, the roads will advance 75 cents. This will make a total of \$500,000,000 to be expended for equipment as quickly as it can be manufactured. While this relief will be of a temporary character and will necessitate the introduction of \$375,000,000 to be produced by the railroads, it will be helpful in enabling them to move a much greater per cent of the traffic offered than is now being taken care of.

The additional \$135,000,000 to be disposed of as follows: For short line railroads, \$12,000,000; temporary reserve for maturities, \$50,000,000; for additions and betterments to promote quicker movement of cars, \$73,000,000.

There should be available immediately, 20,000 locomotives, 5,000 passenger train cars, and 400,000 freight train cars.

This equipment would cost at present prices \$2,500,000,000. There should be spent immediately for additions and betterments and increased facilities as quickly as the work can be accomplished, a like sum of money making a total of \$5,000,000,000 to properly take care of the increased business and that which will exist on or before the date it will be possible to have this equipment and these facilities ready for service.

One of the greatest errors of omission in the past has been the failure to anticipate and provide for the future. This was due in a great measure to the fact that the

income was not sufficient to either provide the funds or justify the expense.

It must be remembered that for the past two and one-half years very little has been done toward maintaining the plant as it should have been maintained and in the way of providing for the future.

I do not refer to the prospective feature altogether by any means, but I refer to the present and the future, which is now arriving, as well as that which can be anticipated before the necessary facilities can possibly be provided to take care of the business.

I believe you will agree that adequate transportation facilities are absolutely necessary to insure prosperity. With such facilities our country will advance rapidly and without them its advancement will be seriously retarded.

A further wage adjustment is now being considered by the United States Labor Board. It is estimated that the award will result in a wage increase of about \$750,000,000 or more per annum. This in connection with the deficit at present existing will result in greatly increasing the expense of the carriers in excess of their revenue, and in order to place them in position to overcome the existing deficit and earn at least 6 per cent on their capital, a very liberal increase in freight rates will be necessary.

I believe every one present will agree that good service is entitled to a fair revenue and that no one will object to a reasonable rate increase after they have given the question due consideration.

It is hardly necessary to call your attention to the fact that the agency through which the industrial production of the United States is handled is the steam railroad and its failure would be more than a calamity to the country. Even its partial failure would result in serious industrial and commercial draw backs which would affect every citizen in the United States.

On this subject, I wish to quote the following from an address delivered by Mr. Walker D. Hines, then Director General of the Railroads, at Omaha, Nebraska:

"I have heard it said a number of times, and I believe it is true, although I have not had an opportunity to check the figures, that when you consider the price paid for everything else, the value that is enjoyed by every article transported by the railroads, a given unit of any commodity will buy more transportation now than it ever did before, in the history of the country. A ton of steel or a bushel of wheat or any other unit of any commodity will buy more transportation now than ever before.

"The result is that freight rates at the present time instead of being higher than ever before are lower than before, when tested by the value of the unit transported and the amount of transportation which

that article transported will buy. This leads a great many people to urge that there ought to be an immediate increase in rates, in order to meet the situation.

"This is by reason of the fact that there has been such a striking object lesson and railroads cost have increased to much greater proportion than the rates have increased, and, therefore, the railroad operations are not likely to be self-sustaining in business, with no increase in rates."

It is anticipated that two great questions confronting the railroads, that of the wage increase and of the rate increase, will be definitely settled within a short period of time. It is assumed that it is the intention of those handling these two questions to make a reasonable decision in both cases, in which event the railroads will then have the opportunity to demonstrate their qualifications in a way of operating in a scientific and economical manner. It is further anticipated that their financial credit will be assured and placed upon an attractive basis.

It is further to be hoped that the railroads will be able to provide the necessary additions to their plants to properly take care for the business offered, instead of being compelled to wait until after congestions, delays and losses have occurred before being able to provide the facilities to take care of the business in a prompt and efficient manner.

They should have sufficient funds available immediately to lay heavier rail, provide ballast where none exists and to provide sufficient ballast where lines are not sufficiently ballasted at present, to discard the locomotives, freight and passenger train cars which have reached the stage where they are not only inadequate for present day purposes, but where their condition is such that their maintenance is excessive and far beyond that which it should be.

The railroad managers realize that the question confronting them is one of great magnitude, and that they will not be able to dispose of it in a successful manner unless they have the hearty co-operation of their friends and patrons. This is a question which calls for intensive team work, and I am satisfied that when our friends and patrons realize this to be a fact, that they will give every moral and material aid which they can possibly give, in order that the United States may take advantage of the greatest industrial opportunity which has ever presented itself in its history.

The rate increase, as at present proposed amounts to about 30 per cent on freight revenue, inasmuch as the gross freight revenue approximates \$3,500,000,000 per annum, the increase proposed will amount to \$1,050,000,000. It is doubtful if this increase will be sufficient to overcome the expense at present in excess of the receipts and those which we also anticipate are to follow.

In connection with the anticipated increase in rates, it might not be out of line at this time to call attention to the fact that the rates in existence in foreign countries prior to the abnormal conditions in question, were considerably higher than in this country at that time. Since then, however, in England passenger rates have increased 50 per cent, freight 62 per cent. In France passenger rates increased 75 per cent, freight 140 per cent. Italy increased passenger rates 90 per cent, freight 70 per cent. Holland increased passenger rates 75 per cent, and freight 110 per cent.

This is not a suggestion that the freight rates in the United States should be advanced on a corresponding ratio, for the reason that it is generally conceded that our transportation efficiency is far in advance of that of any other country in the world.

In the past, increased costs have been overcome by increasing the capacity of the freight car and the locomotive and consequently the train load. The limit in this direction has about been attained; we will, therefore, have to look elsewhere for the additional revenue to overcome the increased expense.

There has been a question brought up from time to time, regarding the value of the carriers' property, as compared with their capitalization. The valuation placed upon the property by the Federal Government has dissipated that fallacy completely, while it was true that in some instances slight overcapitalization was developed. In the majority of cases it was ascertained that the rail properties were undercapitalized, and that as a matter of fact the actual valuation was considerably in excess of the total capitalization, taking all of the roads as a whole.

I wish to quote a resolution adopted by the Board of Directors of the Milwaukee Association of Commerce on May 17th, this year, which is one of the many of like character adopted by business organizations in various portions of the United States recently and which plainly indicates the trend of the mind of men conducting large business interests:

"Whereas, It is evident that the railroads of the country find themselves in a condition brought about through no fault of their own which necessitates strenuous efforts toward their proper financing; and,

"Whereas, It is evident that they cannot give the efficient and prompt service to the shippers and consumers of the country unless they are enabled to meet the increased costs of maintenance and operation of their service; be it

"Resolved, That the Board of Directors of the Milwaukee Association of Commerce hereby expressly declares itself in behalf of said Association to be in favor of every

legitimate effort that can possibly be put forth at once in assisting the financing of said railroads, and, be it further

"Resolved, That the said Board of Directors of said Milwaukee Association of Commerce emphatically endorse and declares its belief in the necessity of advancing railroad freight rates in order that said railroads may be operated upon a business basis, commensurate with the condition and time and the service that they expect to render."

I am certain it will be surprising to you gentlemen to know that in order to obtain capital necessary to provide facilities which cannot be longer deferred, such railroads as the New York Central, Pennsylvania, Northern Pacific and Louisville & Nashville were compelled to pay an interest rate in excess of 7½ per cent. Other railroads have been compelled to pay even a higher rate of interest.

This condition is in a great measure brought about by the fact that the railroad securities are no longer attractive investments, and in order to overcome this condition and attract money, it will be necessary for railroads to pay a reasonable return on the capital invested under which circumstances a sufficient amount of money will become available for investment in such securities.

You, of course, are all aware of the recent congestion and delay to traffic brought about by the unauthorized strike, and no doubt have kept in close touch with the situation as reported by the press from day to day. The condition is improving, the grand officers of the organizations with which the railroads hold contracts have rendered very valuable service together with as many of the local officers as could be spared from various points on the different railroads.

The proposition has been handled in a very capable manner, and it is expected that conditions will be normal within a few days. This strike cost \$6,000,000 per day.

There is an avenue through which our friends and patrons can materially aid us in increasing the efficiency of our service. (I sometimes believe when looking over our local situation that they do not realize to what extent the delay of a car one day affects the car supply.) Of the 2,500,000 freight train cars 12 per cent of their time is consumed loading and unloading. If each car were loaded or unloaded one hour quicker such a saving in time would be the equivalent of having 100,000 additional freight train cars in service. To increase the load of each freight train car two tons would be the equivalent to having 150,000 freight train cars immediately available, or the adoption of both plans would result in increasing the freight train car equipment the equivalent of 250,000 freight train cars.

The system with which I have the honor of being connected, and which is endeavoring to serve you to the best of its ability consists of 7,500 miles of railroad, its equipment consists of 1,300 locomotives 1,675 passenger train cars and 71,500 freight train cars. To operate this plant requires 65,000 employes. It reaches from the Gulf of Mexico to the Great Lakes and from thence to Omaha, St. Louis, Birmingham, Indianapolis and intermediate points. It touches twelve states and that particular portion of the line which serves you locally, I believe I can say without being questioned is the "PRIDE OF THE VALLEY."

The passenger train service is the best we can give, and is above the average. The freight train and other service is receiving constant attention and supervision, not only with a view of keeping it at its present high standard, but of making it better wherever and whenever that can be done.

We are improving the tracks and the bridges, etc., we are laying heavier rail as rapidly as it can be procured; we are making other improvements and betterments as rapidly as possible. The system has

recently purchased fifty additional freight and twenty-five additional passenger locomotives of the most modern type, and is anticipating the purchase of fifty additional passenger train cars and several thousand freight train cars, and while we have on our rails at present only about 90 per cent of our ownership of freight train cars, we expect to soon have the 100 per cent which is rightfully due us. With these additions to our equipment you can readily see that we will be in position to serve you in a more efficient and satisfactory manner.

The management of this railroad has always felt a deep interest in the development of the Delta and its officers and employes have always taken a pride in calling the attention of those not familiar, to the fact that the agricultural lands of the Delta are the equal if not the superior of any existing in the world.

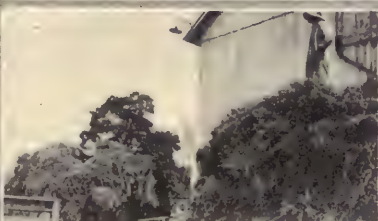
And, in conclusion, I wish to beg, your indulgence for a sufficient length of time to read a brief address delivered by our president, Mr. Charles H. Markham, before the Transportation Club of Louisville, Ky., at Louisville, on April 28th, of this year.



Shops and Roundhouse

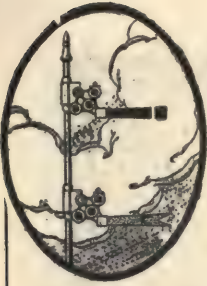
I. C. Facilities

Clinton Ill.

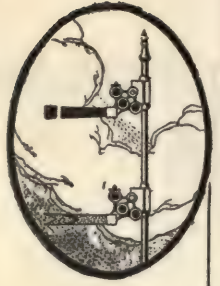


Farming, near Clinton Illinois





SAFETY FIRST



Office of
Chairman, General Safety Committee

Safety Then and Now

April 10th, 1864, the Chicago Inter Ocean had the following news item:

"Probably the handsomest train of cars which has ever been in Chicago is that which was brought from Illinois Central car works yesterday, and leaves for Cairo this evening. The passenger cars are fifty-two feet long and the sleeping car fifty-nine feet. The seven cars cost fully thirty-thousand dollars."

There may be some who can remember this occasion.

Every Safety device then known was used in their construction, and the publicity of this train excited a rivalry between railroads endeavoring to eclipse this train in splendor and comfort, and at same time the Safety question was advanced by the application of additional Safety devices which necessity created.

With this rivalry came the automatic coupler, the power brake and the evolution of Safety was rapid.

From wood to steel equipment was a long step, but steel finally won the day, and absolute Safety to the traveling public as well as employees was assured.

The insistent demand for further Safety has brought out the Safety Bureau of Railroads and created the human interests of conservation of mankind.

Could there be a better illustration made than the use of power brakes, automatic couplers, electric lighting, steam heat and many other minor Safety devices which this earlier train was devoid of?

Think it over and see if not the Safety movement is worthy of your very earnest co-operation.

Safety Always!

Illinois Central Railroad Company

The Yazoo and Mississippi Valley Railroad Committee

Office of Chairman, General Safety Committee

According to Interstate Commerce Bulletin No. 73 for quarter ending September 30th, 1919 and 1918 just received, shows following accidents on Steam Railroads in the United States:

Employees On Duty (Trainmen):

	1919	1918
Killed	264	403
Injured	8,957	10,770

Other Employees:

Killed	145	284
Injured.....	911	1,013

Employees Not On Duty:

Killed.....	17	32
Injured.....	80	144
Total Killed.....	426	719
Total Injured.....	9,885	11,927

Showing decrease of 293 killed and 2,042 injured.

Recapitulation of all accidents classified as follows:

“Trespassers, Employees on duty, Employees not on duty, Passengers, persons carried under contract, other Non-Trespassers.”

	1919	1918
<i>Total Trespassers:</i>		
Killed.....	631	868
Injured.....	720	783

Non-Trespassers:

Killed.....	1,132	1,561
Injured.....	14,018	15,663
Total Persons Killed.....	1,763	2,429
Total Persons Injured.....	14,738	16,446

Showing decrease of 666 killed and 1,708 injured.

Purchasing & Supply Department

Service to Others Departments

By F. L. Rhynders, Division Storekeeper, Freeport

The service rendered to other departments is a subject in which the Store Department is vitally interested. Much thought has already been expended along these lines and means to this end are continually being developed to keep in close touch with the material situation at all times, both as to the demand and available supply.

It is the duty of the Division Storekeeper to study closely the requirements of the other departments served and to have the necessary material on hand when required, so that work will not be delayed. In order that he may do this it is necessary for other departments to anticipate their wants far enough in advance, for special material other than staple stock, and notify the storekeeper in ample time to make arrangements for the purchasing of the required material and assembling at the storehouse. If this is done the storekeeper will in most cases be able to furnish material in time to prevent delay.

On the other hand, it is of great importance that the storekeeper is not called upon to order material that will not be used when furnished, as items of this character have a serious effect on the stock balances as reflected by the balance sheets, and give the appearance of an over stock where in reality there may be a serious shortage of necessary items.

The Roadway Department in particular should watch closely the amount of material ordered to be shipped from the storehouse out on the line of road in advance of the

dates when it will be put into use. It sometimes happens that material is shipped from a storehouse or received direct from the manufacturers at some point on the line and owing to some change in the original plan is allowed to remain on hand for several months, during which time such items as lime, cement, plaster, finished lumber, etc., are liable to deteriorate rapidly, to say nothing of the additional expense entailed in protecting it from loss by fire, or theft. In my opinion, the place for material until required is at the storehouse and that the line of road should be kept as free from material as possible.

The monthly supply train, which is run over the divisions each month is of great service to the Sections, Signal, Water Works, and Transportation Departments, in delivering supplies direct to the point at which it is expected to use them.

The other departments interested can make the supply train of even greater value by assisting in running the cars on schedule time, so that the various gangs, as well as the station agents will be on hand to receive supplies when cars run over their districts.

Division offices can assist materially along this line by being careful to see that the Supply Car Sheets are properly made out; that all material required is shown, and that it is properly specified in order that there will be no trouble in filling the order, and by doing this they will insure to the parties receiving it the proper class of material.

Things We Should and Should Not Do

Why not NOW.

Now is the time to paint gutters. You will save money by doing it NOW.

Do you realize the serious car shortage? If not you must be asleep. Assist in unloading cars.

Help avoid personal injuries, by suggesting something to the Safety Committee.

Keep journals or axles painted or leaded if not going to be used immediately.

Keep corners, lockers, etc., clean; this will prevent a fire.

Load cars of Company material to full tonnage.

Move yourself and others will move with you.

Are you guilty of back hauling cars? If so, eliminate at once.

Supervision should take the advantage of every movement. Save time. This will help the shortage of labor.

Why try to mount a moving train. It generally stops at the station and will allow you time to get on.

Help yourself and others will help you. Let everyone help to increase the car mileage. This can only be done by releasing cars promptly and keeping them moving.

Passing the responsibility will not get results.

Good-bye. Will see you in August issue.



Improving the Appearance of Locomotives

By S. R. Mauldin, Master Mechanic, Water Valley, Miss

Can the appearance of our locomotives be improved? Well there is always room for improvement, no matter how small.

Assuming that everyone connected with a railroad (many that are not) and particularly those in the Mechanical Departments, who have to do with the repairing and care of them, enjoy seeing a locomotive at work that is mechanically perfect and presenting a neat, clean appearance.

A locomotive may be perfect mechanically insofar as developing the power that is required to perform the work to which assigned, and still not have that trim, neat appearance which is so much desired by those who are interested in the care and upkeep of the motive power on the railroads.

As a rule when locomotives are received from the builders an inspection would develop that care had been used to give them a neat appearance by having all bolts in frames, cylinders and other parts, correct lengths not extending irregular lengths through the nuts; all cotter keys correct size and length (too often cotter keys too small for holes and too long are used) all pipes carefully shaped and correctly clamped and that all machine bolts in running boards and cabs are trimmed off flush with nuts or are correct length when applied; also all appliance and fittings are installed with an idea of neatness and good appearance.

Of course a locomotive repair shop could not be compared with a shop that build new locomotives only, but if we would have the locomotives which are repaired at present a neat, trim appearance it is necessary that the repair shop organization be trained to make a special effort to have all parts of the

machine so assembled that when repairs are completed, it will have a finished appearance.

Before paint is applied the different parts should be carefully cleaned and rough surfaces of castings made smooth by use of proper filler, all burrs removed from various castings and forgings for the reason that the job of painting will not only have a better appearance but when necessary to clean later on, that the cleaning can be done with less effort and the waste used will not catch as it would on the rough surfaces of castings or burrs which were not removed as the work was assembled.

The fact should not be lost sight of when completing repairs on a locomotive to have the machinery and appliances have a neat, finished appearance and then the painters required to carefully clean the surfaces, apply the paint and varnish carefully in order that the job will be lasting (too much attention cannot be given to cleaning before paint is applied).

When the locomotives have been repaired and turned over to the enginehouse organization to be placed in service, it will present a good appearance for months to come if given the same careful attention it received while undergoing repairs, if the enginehouse organization has been trained to have due respect for the appearance of the locomotives operating or assigned their respective shops, calling attention that often times in a hurry (and many times when they are not) many good workmen damage the appearance of the particular part they are working on by using hammers in a way that scar the metal, such as driving a clevis end side rod with sledge, to separate from other rod,

striking crosshead on boss at crosshead fit when disconnecting from piston rod, loosening and tightening nuts with hammer and chisel and other methods which are familiar to all mechanics and which practices are prevalent more or less in all enginehouses.

As much care should be given to cleaning after each trip as is given to the repairing but at some points (not on Illinois Central?) it seems to be the idea that while the repairs are necessary the cleaning is not, consequently the locomotives become dirty which causes the machinery to wear before it should, prevents good inspection and to some extent

causes enginemen to complain and if not corrected, careless in their duties; oiling, etc.

Special mention so far as to the care of the locomotive tenders has been omitted. Well it should receive the same care and attention as the locomotive proper. The locomotive as a whole will not look as it should if the tender cistern, frames and trucks have not been cleaned.

Before deciding as to the condition of a locomotive so far as cleanliness is concerned, be sure that all machinery underneath has been given same careful attention as the parts on outside which can be cleaned with less effort.

A Man and His Tools

One of the distinguishing marks of a good mechanic is the care he gives his tools and his pride in their assortment and condition, and the fact that the number of such mechanics in the United States has increased very rapidly is shown by a statement recently issued by the Union Tool Chest Company, of Rochester, N. Y., a company devoted to the manufacture of oak and leather-covered tool chests for machinists, tool-makers, and utility chests for home and garage use, and to meet the needs of all workmen who are anxious to protect their tools from loss through carelessness or theft.

This company recently stated that although the capacity of their plant has been

doubled within the last year, and that over a hundred men are now engaged solely in the manufacture of tool chests, it has been impossible to keep up with the demand, a demand that comes not only from metal working centers, but from all parts of the United States.

This is thought to be traceable directly to two causes: first, the training in independent thinking that the average workingman has received during the last few years, serving to teach him that no matter what his employment, as an individual he is a business man, with his tools and his knowledge as a stock in trade, and second, to the ever-increasing cost and value of good tools.

Courtesy and Attention to the Comfort of the Company's Patrons is A Powerful Business Builder

On another page of this issue will be found the announcement of the appointment of Mr. E. H. Baker to the position of Supervisor of Passenger Service Employees.

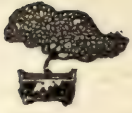
It is a fact that cannot be controverted that considerate treatment of our patrons by employees, who in the performance of their duties come in contact with them, is the quickest and surest way of making lasting friends for the Company.

The Illinois Central Railroad and con-

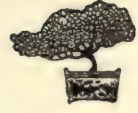
trolled lines already have an enviable reputation in this respect, but it is hoped that under the skillful guidance of Mr. Baker all employees will co-operate and aid in the establishing of a reputation second to no line in the United States.

Our slogan should and doubtless will be, Good Service, Kindly Solicitude for the Comfort of all Passengers. In fact, such uniformly considerate treatment as will make every passenger who uses our facilities a *satisfied passenger*.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Tobacco

This plant should be considered as a drug, inasmuch as it exerts a depressing action upon the heart and nervous system. The leaves of the tobacco plant are dried and, with or without further treatment, are burned or chewed for the effects produced upon the system of the user.

The usual effect produced is exerted principally upon the mentality of the user, and consists in a stimulation of the cerebral powers and certain pleasant tastes, which latter come largely from the artificial flavoring materials which are used in the preparation of tobacco for the market. Tobacco produces a soothing effect upon the nervous system and primarily stimulates the heart; this stimulation is of short duration and is followed by depression which in turn, if the habit is kept up, is followed by weakened and irregular heart action.

The plant is to be looked upon as a narcotic and classed with the bromides, opium and other drugs producing stupor and unconsciousness, remembering, however, that small doses produce a soothing action and sense of well being. The narcotic action is exerted upon the brain. Upon the circulation a slowing and strengthening effect is first observable, this being accompanied by a contraction of the blood vessels. This effect is soon followed by depression, increased frequency of the heart and dilatation of the blood vessels. Action is followed by reaction and long after the influence just described has worn off there exists a period of nervous irritation and instability. This is the "morning after" phenomenon as soon after a period of excessive smoking or when the habit is suddenly stopped.

The ill effects of the abuse of tobacco are well established and are briefly as follows:

(1) Disturbance of the circulation. This is more commonly evidenced by pain around the heart and a feeling of fluttering or beating in this region, with shortness of breath on exertion and rapid irregular pulse. In some cases the pulse may be slow and the blood pressure unusually low.

(2) Disturbance of the nervous system, headaches, dizziness and a tremulous condition of the hands are often observed. Lack of energy and ambition, together with nervous irritability and depression, result from the overuse of tobacco.

(3) Various forms of indigestion may be occasioned by excessive smoking, particularly that accompanied by increased acidity of the stomach and heart-burn.

(4) The paralyzing action on special nerves. This is occasionally seen in partial blindness or deafness, owing to the direct action of tobacco on the nerves of sight and hearing. In this form of blindness the patient can see better in a dim light.

(5) Local action of tobacco smoke. Tobacco smoke irritates the throat and also the eustachian tubes, which latter connect the upper part of the throat with the middle ear. In this way deafness from catarrh of the middle ear is not infrequently produced by excessive smoking.

Inhalation of tobacco smoke is one of the worst evils of the habit to be encountered, being most often met with in young men and youths who have just taken up the smoking habit. The hot acrid smoke is drawn down into the lungs and then breathed out again, technically called "taking a drag" and is at first followed by a period of transitory dizziness, which, as the pernicious habit is further indulged in, becomes less noticeable and finally disappears. Were this the only bad effect noticeable the offense might be condoned, but there is a remote effect which persists for a lifetime and is shown by bronchial irritation and cough, caused by the production of bronchial catarrh from the tobacco smoke. This catarrh persists and is often the foundation for future lung troubles, consumption being among the number. There is further produced an inflammation of the vocal cords from which results a hoarseness of the voice and difficulty in speaking clearly.

There is sometimes the formation of "white spots" or patches upon the tongue and insides of the cheeks; these spots are prone to be-

come the future starting point of cancerous growth unless smoking is stopped and appropriate treatment begun. Cancer of the lower lip, seen almost wholly in men, is thought to be due to the pressure of the pipe stem. While it is true that these radical and extreme troubles are not of frequent occurrence among smokers, yet, in the aggregate, there are great numbers of such cases. The disorders caused by tobacco are usually cured by complete abstinence from its use, by living in a healthy manner and with plenty of outdoor exercise, good food and sufficient sleep.

It has been found that students at Yale and Amherst who used tobacco were stunted in height, weight and chest measurement as compared with non-smokers. An authority at Columbia College concluded, after careful investigation and comparative observation, that the use of tobacco among students leads to idleness, lack of application, ambition and scholarship.

Charles B. Towns, the most noted specialist on drug habits in this country, insists that the harm done by tobacco is greater in the

aggregate than that from cocaine and opium and that "nothing else at the present time is contributing so surely to the degeneration of mankind as tobacco."

Now a few words as to the composition of tobacco and the effects of different methods of using it.

The chief constituent is one of the most powerful poisons known and is called nicotine; it is an oily, colorless, pungent, volatile liquid, existing to the extent of from one to seven per cent in tobacco.

Cigarette smoke contains the least nicotine, pipe the most and cigars occupy an intermediate place. Cigars should not be smoked when damp or "fresh" inasmuch as it has been found that the nicotine volatilizes in the damp area behind the fire and is inhaled with the smoke.

Chewing extracts the maximum of tobacco constituents and, therefore, the chewer who is a profuse spitter, is protecting himself from at least a part of the poisonous contents of tobacco.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Fellow Employees:—

Having heard so much pro and con relative to the Illinois Central Hospital, Chicago, I feel that it is a duty to you and myself that I write a word in reference to same, and especially as my inclination does not come altogether from hearsay, but from first hand.

In so doing there is nothing selfish in the motive, but these things that I relate to you are those which come to my mind at this moment, after having been anchored there in the hospital for ten days. This information also comes from hearing of those things which have been done for others and is being done at the present time for those now in the hospital, having met with accident, sickness, etc.

Then, again, I might be prompted to write this as a confession, and state that heretofore I had taken the Hospital Department as a mere matter of fact and that I was interested in it to the amount of the 50c per month that I contributed, and this was my interest, nothing more and nothing less. This position was false absolutely, and yet I, like many other employees, did not know it. I did not feel that the Hospital Department was important to me, because I had not yet learned the great benefit that it could bring in the time of serious need.

Feeling that there are many laboring under the same false impression—that they have no personal interest in the Hospital Department, and are not interested except that they contribute monthly to it, brings forth the paramount desire within me, that I write at least a few words concerning the Hospital Department.

It is for the benefit of those who heretofore have given this great cause little or no thought, as well as for those who may have formed an opinion not in accord of appreciation of the Hospital Department.

"Our Hospital" (I say "Our Hospital". Why? If not ours, to whom does it belong?) "Our Hospital" is located between 57th and 58th Streets on Stony Island Avenue, overlooking beautiful Jackson Park and Lake Michigan. No smoke, no dust, clean, cool and beautiful. Jackson Park is really the front yard of "Our Hospital" and its location is ideal for the purpose of treating and curing the sick and injured.

The building itself, a four story stone and brick structure, is used for offices, laboratories, X-ray and other special department rooms, where you can be given attention

by a specialist on any ailments of the human body or mind known to the medical profession. It is said that the mechano-therapeutics at this hospital are superior to that given in any other hospital in the country, that in fact every attention given is that of a specialist and all that could be obtained regardless of wealth. The fourth floor has a sun parlor, roof garden, rest room, billiard and smoking room, where all the comforts that can be furnished are there for the benefit of those able to be moved from their beds.

I would like to make it clear that the services rendered to any employe receiving treatment comes from those who rank from the very height of his profession. The Consulting Staff is made up of famous specialists, many of them considered as the world's best. The active members of the Staff of Surgeons are especially capable and entitled to and deserve our most complete confidence.

Now, in conclusion, there is the House Staff, which is made up of capable, whole-souled, considerate young men, ever on the watch for a turn in the condition of the patient, and interested in the care of all who enter therein.

We are now brought up to those who offer so much for mankind and receive so little in return. It is they who have sacrificed so much; it is they who in reality care for you when left for recovery. It is they who watch you while you try to sleep; to whom you call at night and day to satisfy your needs and wishes—the NURSES. For them I would like to see built on the hospital grounds a suitable home, where they may be furnished with all the comforts and necessities of a real home, which is so honestly due them. There is nothing too good for them, and only the sick and afflicted know their real worth.

Now, my dear reader, if I fail to make clear to you that your 50c a month is going to one of the greatest causes, that you are most vitally interested in this good work, and that it is a work greater than any other department connected with our company, I am indeed sorry.

And leave this question with you as food for thought. Were it the misfortune of your father, your brother, sister, yourself or your son, to be seriously injured and necessary for them to be sent to a hospital, would it not be most gratifying for you to be able to send them to an institution that bears the reputation of having the ablest surgeons that money can obtain, and to know in advance that the bill has already been paid? You have that in the Illinois Central Hospital Department, all in full round measure.

(Signed) N. R. Huff, Foreman,
East St. Louis, Ill.

Dr. G. G. Dowdall,
Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Illinois.

Chicago, May 19, 1920.

Dear Doctor:—

I wish to thank you and members of your Staff for the kindness shown me during my recent illness extending over several months. I was indeed very pleased with the kind treatment received from the attending staff at the hospital, and likewise through your Local Surgeon.

I can highly recommend the treatment received to all of my fellow employes in the Shops of the Illinois Central Railroad Company, Chicago, Ill. Since I have returned to work I am glad to say that I have enjoyed excellent health, and am feeling greatly benefited by the scientific treatment which you all extended to me during my illness.

With very best wishes for the welfare of the Hospital Department, of which I am glad to be a member, I remain,

Very truly yours,
(Signed)

Geo. C. Potts,
Machinist,
Burnside Shops, Chicago, Ill.

ILLINOIS CENTRAL RAILROAD COMPANY,
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY
Office of the General Manager

Chicago, June 15, 1920.

To All Concerned:

Uniformity of practice and more civil and polite dealing with our patrons is earnestly desired, which when accomplished will result in patrons being better pleased, and employees qualifying for greater responsibilities.

Mr. E. H. Baker, formerly Trainmaster on the Illinois Division at Champaign, has been selected for the position of Supervisor of Passenger Service Employees, effective this date, with headquarters at Chicago. Instructions from this department will be applicable to the following:

Station Agents,
Station Baggage-men,
Station Ticket Sellers,
Station Gatemen,
Station Clerks,
Dining Car Conductors,
Telegraph Operators,
Passenger Conductors,
Passenger Flagmen,
Passenger Collectors,
Passenger Trainmen,
Other Dining Car Employees.

Employees enumerated above will be requested to attend meetings from time to time, and to discuss with the Supervisor methods to be pursued, to attain the desired result.

It should be borne in mind that the policy of the Management is to accord employees opportunity for self-improvement, that they may excel in the performance of their duties, thereby bringing about more harmonious relations with the public.

A. E. CLIFT,
General Manager.

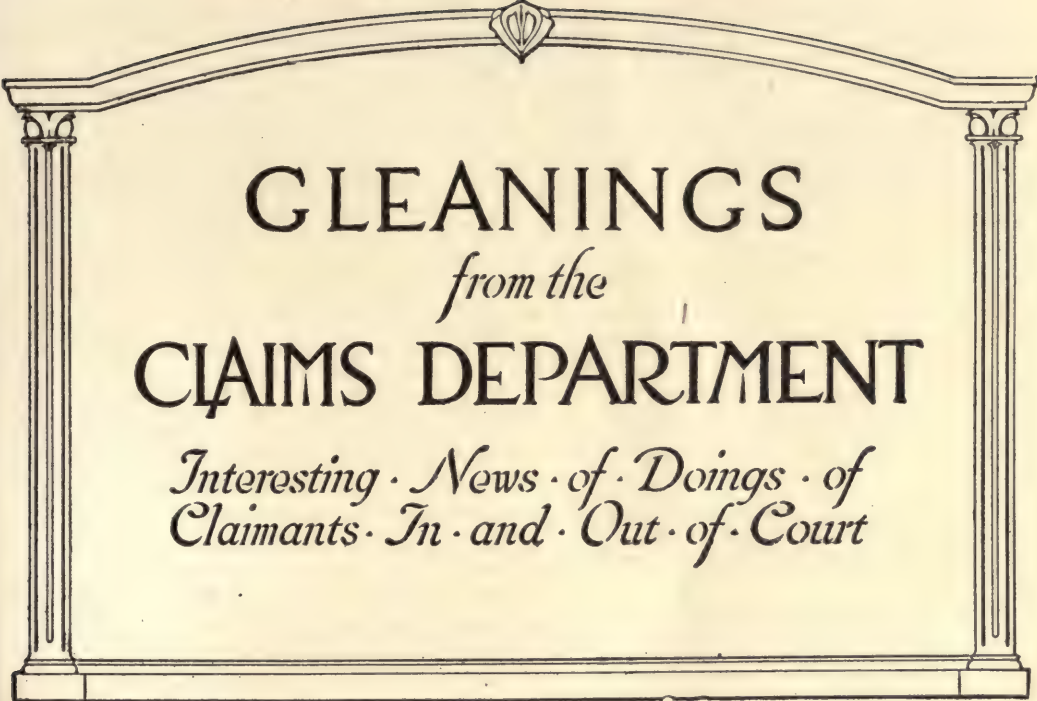
Approved:

L. W. BALDWIN,
Vice-President.

A Thoughtful Passenger Deprecates Careless Mutilation of Railroad Property

I wish to give to the readers of your most excellent magazine, which I sometimes have the pleasure of reading, and I feel sure your fellow employees enjoy reading, a little item that came to my notice a few days ago. Recently I made a trip for a short distance on the Illinois Central as far as Rockford, Ill., and on my return I went into car 2159—the smoking car—and a man who had all the appearances of a gentleman, came in and sat in the seat in front of me. We had not gotten out of town when I noticed him take some papers out of his coat pocket, and place them on the window sill of the car, and it was my impression he was going to write, but I soon discovered that he had his knife and was trimming the edge of the papers he held in his other hand. I was about to speak to him about it, when the conductor came to him. He shook hands with the conductor, and I observed that he handed him an annual card pass. The conductor did not see him cutting the car window sill, and did not notice it apparently and went up to the front of the car, just behind the ladies' toilet, which was on the left side coming to Chicago, and the window sill that was badly cut, clear through the several coats of filler and varnish was about the middle of car, on the right hand side coming toward Chicago, and these cuts in that car window sill will be there until that car is shopped and gone over.

What can we expect of the traveling public when a man with an annual pass gets on a train and proceeds to do as this man did? I can state, however, that he was not an Illinois Central employee, but from some other railroad, and I also observed he had quite a number of annual passes. I do not believe this was an act of deliberate destruction, but where this man's mind could have been at this time no one could tell, but it surely was an act that called for very severe reprimand, if the proper person could deliver same.



GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

The Noted Clarksdale Fire Case Against the Y. & M. V. Won the Second Time

The noted Clarksdale Compress fire case was tried again in Chicago during the past month and the Railroad Company secured a jury verdict in its favor, the second jury verdict that has been secured by the Railroad Company in this case. It took two weeks to try the case. The suit was brought against the Y. & M. V. charging that on June 11, 1911, sparks were negligently emitted from the stack of a locomotive of the Y. & M. V. as it passed the compress, at Clarksdale, Miss., and that these sparks set fire to the compress and destroyed the building and contents, including 925 bales of cotton.

The Railroad Company brought about fifty witnesses from Clarksdale, many of whom were busily engaged in the cultivation of cotton crops. The farmers for whom these witnesses were working seriously objected to the wit-

nesses going away at this season of the year, and Louis Ogilvie, who rounded up the witnesses for the Railroad Company and brought them to Chicago, had a lot of trouble in getting the witnesses to consent to come, but he had more trouble in getting their employers to consent to allow them to come.

The case was tried once before in Chicago and was reversed and remanded by the Illinois Appellate Court because the trial judge excluded the offer of a statute in force in Mississippi holding a railroad liable for damages sustained because of a higher rate of speed than six miles an hour. On account of this alleged error, the Appellate Court thought it was necessary that the ordeal and expense of another trial be gone through with.

Both sides had a large number of witnesses and the expense of the trial was

substantial. In addition to the expense, the witnesses were taken away from important and pressing duties in a time of great shortage of labor and there is really no telling what the loss occasioned by the reversal of the case amounted to, and it happened that the second trial ended exactly as did the first trial.

The case was very ably conducted for the Railroad Company by its trial attorney at Chicago, Mr. Vernon W. Foster, and by one of its ablest trial attorneys in the South, Judge C. L. Sivley, of Memphis. They are now receiving the congratulations of their friends upon their splendid victory.

PERSONAL DAMAGE SUITS TRIED FOUR TIMES AT MEM- PHIS WITHOUT DEFINITE RE- SULT

On the morning of April 15, 1914, a very disastrous automobile crossing accident occurred on what is known as the Horn Lake Road Crossing of the Y. & M. V. just south of the City of Memphis. In the automobile were Dr. A. C. Lewis and Dr. R. B. Nelson, partners in the practice of medicine and eye, ear and throat specialists. They had made an early morning call on a patient south of Memphis and were returning to the city and when passing over the crossing in question were struck by south-bound passenger train No. 111, Engineer Buster Carney. Dr. Nelson was fatally injured and Dr. Lewis quite painfully hurt. The automobile, a new Chandler car, was totally demolished. Dr. Nelson left a wife and two small children.

While the railroad crosses the highway at the Horn Lake crossing at a somewhat acute angle and there is a high bluff which obstructs the view of travelers on the highway, still there was ample opportunity to have observed the approaching train had the occupants looked when 40 or 50 feet from the track.

Suits were filed, one of the best and strongest law firms in Memphis being

retained and several other prominent lawyers later associated. Suits for the death of Dr. Nelson and injury to Dr. Lewis have each time been tried together, in all four trials being had. The first trial resulted in a verdict in favor of the plaintiffs in the sum of \$30,000.00 in the Dr. Nelson case and \$2,000.00 in the Dr. Lewis case. These verdicts were set aside by the trial court. The second trial resulted in a verdict of \$20,000.00 in the Dr. Nelson case and \$2,500.00 in the Dr. Lewis case. The trial judge again set aside the verdicts. Appeals were then taken to the Appellate and Supreme Courts and the cases were returned for further trial. A third trial was had which resulted in a disagreement by the jury, eight being in favor of returning a verdict for the plaintiff and four in favor of verdict for the defendants. The fourth trial of this much-litigated case was had at Memphis during the past month, resulting in another disagreement by the jury who this time stood three in favor of the plaintiff and nine in favor of the railroad.

If the tendency of the juries who have passed on these cases continues in the same direction, the next or fifth trial should result in a unanimous verdict in favor of the Railway and perhaps the final disposition of these long-drawn-out lawsuits. It is not uncommon to have two trials of a case and occasionally three, but if these suits should again be tried, making five trials in all, it will, so far as the writer recalls, be the greatest number of trials ever had in a personal damage suit against either the Illinois Central or the Y. & M. V.

The interests of the railroad have been looked after by the firm of Sivley, Evans & McCadden of Memphis; the first trial being conducted by Mr. Thomas Evans of that firm. About the time of the second trial he entered the army and his brother, Mr. Marion G. Evans, who then became a member of the firm, undertook the defense of

the suit and has conducted the last three trials single-handed, having opposed to him in each trial not less than five prominent Memphis attorneys.

THIRD CHAPTER OF McCULLER'S AUTOMOBILE ACCIDENT AT MATTSON, MISS.

A couple of articles have heretofore appeared in these columns about an automobile accident at Mattson, Miss., April 9, 1918, in which Mrs. J. F. McCullers, her infant daughter, a Miss Stevens, and a colored nurse were killed. The automobile was driven by the grown daughter of Mrs. McCullers who fortunately escaped with slight injuries. The accident occurred at 5:15 p. m. The automobile was driven north along side the track for half a mile and then turned on to the crossing leading across the track. The railroad track was straight and on a high embankment; there was not a thing in the way to prevent the occupants of the machine from seeing the approaching train for over half a mile.

Attorneys were immediately retained and suit soon filed for the death of Mrs. McCuller's and the child, which suit was tried at the May, 1919, term of Court at Clarksdale, Miss., resulting in a verdict of \$60,000.00. The Supreme Court reversed the judgment on the ground that the instructions given on behalf of the plaintiff were erroneous and further took occasion to say that there was but one question in the case and that was whether the bell was ringing on the locomotive.

A second trial was had during the month of May, this year. Witnesses who testified on the former trial for the plaintiff that the bell was not ringing, being introduced again by the plaintiff at the recent trial testified that it was ringing. The railway introduced several witnesses, both employe and non-employe, who testified that the bell was ringing. Only one witness for the plaintiff was clear and emphatic that the bell did not ring, but on the previous trial he testified that he was not

sure concerning it. The engine was equipped with an automatic air ringer, so that it required no extra exertion on the part of either the engineer or fireman to ring the bell.

The law in Mississippi provides that contributory negligence shall not bar a recovery, but that the jury must mitigate the damages to the extent the negligence of the injured parties contributed to the accident. Under the undisputed physical facts and the circumstances proven no reasonable minded person could say there was not great negligence on the part of those in the machine in failing to observe the approaching train. The jury retired to consider their verdict. It is reliably reported that one juror wanted to give \$200,000.00, the full amount sued for; four voted for \$100,000.00; one for \$75,000.00; one for \$50,000.00 and five were opposed to allowing any amount. However, in the short space of two or three hours they harmonized their different opinions and "compromised" upon \$50,000.00, which was the verdict returned.

Of course, the case will be appealed and there will be other chapters in the history of this litigation before it is finally disposed of. The accident occurred during Federal control so that if the judgment is finally paid it will have to be paid by the taxpayers.

THE SECRET DISCLOSED.

Geo. F. Luhrsen is a farmer living near Buckley, Ill., and on May 7th he was coming home from Paxton and in crossing the tracks three miles south of Buckley he was struck by the local freight going north, his auto demolished and his little son, a trifle over four years old, fatally injured.

This was out in the country, the crossing a posted crossing with a sign there with the word "Stop" on it over 100 feet from the tracks. Mr. Luhrsen had a clear and open view for miles to the north and to the south. The crossing was one of those open, ideal spots where unobstructed vision may be had as far as the eye can observe.

At the inquest the father made a clean, upright confession as to how such accidents are made possible. He said that he was familiar with the place, had driven over the crossing frequently, but that on this occasion he paid no attention to the "Stop" sign; in fact failed to observe it was there, and that he did not look to see if any train was coming; that he never saw the train until he was 10 feet from the engine. This is a ghastly acknowledgment of the attitude of those whom we have long suspected, but who fail to tell the truth as did this father. Let this be one recorded instance wherein one auto driver did speaketh the truth of his heart.

If this is to be taken as the standard of diligence and care observed on the part of those who are injured at railway crossings, the campaign of education in the hope that drivers may be prevailed upon to look, is a lost cause.

We have even yet to start with something more moderate and less burdensome. It might be well to start a campaign of primitive education along the line of endeavor to see if we could get them to just roll their eye a bit.

WARREN COUNTY, MISSISSIPPI, THE MOST LITIGIOUS ON ILLINOIS CENTRAL SYSTEM.

The April term of Warren County, Miss., court, lasting six weeks, when it convened had 38 damage suits on the calendar against the Y. & M. V. R. R. As there are three terms of court yearly at Vicksburg this indicates a very active damage suit business. It is, in fact, the leading damage suit grist mill on the I. C. system.

However, but six of the cases were tried, three were won by the railroad and in three verdicts were obtained against it. Eleven were settled for small amounts, two had been on the docket so long that the attorneys despaired of getting compromises so dismissed them. Therefore, disposition was had of nineteen, or just half of the total number. The other nineteen

were continued and will be found on the September calendar with such new cases as may in the meantime be filed.

While the verdicts and settlements in such cases as are tried and lost, or are settled, aggregate substantial amounts, the expenses for witnesses in the cases which are continued from term to term and which are brought with no intention of trial, but in the hope of some compromise, is a heavy tax for which there is no compensating feature.

SECTION FOREMAN ACQUITTED FOR KILLING NEGRO BUT DAMAGES OBTAINED AGAINST RAILROAD COMPANY.

On January 21, 1919, a section foreman on the Y. & M. V. R. R. had an altercation with one of his negro laborers. He discharged him and told the negro to return to his home, which was in one of the section houses, and have his things moved out when the gang came in in the evening. When the foreman went in that night he found the negro had not moved. He had some further words with him and struck him. Still later the foreman got a shot gun and started down the track, meeting the negro. There were further words between them. Witnesses disagree as to whether the negro then advanced on the foreman in a threatening manner. At any rate the foreman shot and killed him.

There were some demonstrations made at the town where this incident occurred, indicating public approval of the foreman's act. He was, however, indicted for manslaughter, tried and promptly acquitted by a jury on the ground of self defense.

Suit was then filed against the Y. & M. V. R. R. by the lawyer who prosecuted the criminal case to recover damages for the death of the negro. Trial was had at Vicksburg during the April term and the jury returned a verdict for \$4,000.00. Some might wonder why, if the foreman shot in self-de-

fense and a jury acquitted him of manslaughter, the railway should be liable in damages for the foreman's act. In other words, if the foreman acted in self defense why should the railway pay damages? If the circumstances justified the assessment of damages against the railroad why should not the foreman have been convicted? Is it because courts and juries are reluctant to punish people for crimes, or because they have easy ideas about distributing the railway's money?

BLUFFING DOESN'T PAY.

A few months ago a negro man was struck and killed by a switch engine on a public crossing in one of the principal Mississippi delta towns. The deceased left a family, the wife being apparently unusually intelligent and shrewd for one of her race.

There were some elements of doubt about the case and as the claim department is always very anxious to keep down litigation as much as possible, considerable effort was made to effect settlement, \$2,000.00 being offered. A prominent merchant of the town tried to get the widow to accept this, but she had a lawyer who advised her otherwise. The railroad attorney then called on the lawyer, hoping to induce him to settle, but all that could be gotten out of him was a rather indifferent statement that he might accept \$10,000.00. It was evident that the widow and her attorney had misinterpreted the efforts of the railroad representatives and had construed them to mean that the case was very dangerous and that a huge sum might be obtained, therefore, a little "absent" treatment was given them. They were permitted to sue when to their surprise they found that this did not seem to create any great consternation on the part of the railway officials. With the lapse of time their indifference changed to anxiety to the extent that they then initiated steps for a compromise. As a result the case was finally adjusted for \$1,500.00, \$500.00 less than was offered

the widow before she got a lawyer, and \$8,500.00 less than the lawyer indicated before suit he might condescend to consider.

Out of the \$1,500.00 the widow has an attorney fee to pay, besides the loss of the use of the money for several months. The difference between what she actually realized and what she could have had a few days after the accident, without any expense or delay, was a pretty high price to pay for the sake of running a bluff on the company with a lawyer and a suit.

ASSYRIAN PEDDLER SUFFERS TWO LOSSES.

Ten Assyrian peddlers took passage on train No. 25 at Clarksdale, Miss, going to small towns below to peddle their wares. The train flagman refused them entrance to the ladies' car with their packs, but told them to take their grips or packs to the baggage car. Instead, they went to the fore part of the train and piled them in the seats in one end of the colored cars. After the train pulled out the porter and conductor compelled them to remove some of the grips and packs into the vestibule so that the colored passengers could sit down. A short way down the line one of the peddlers missed his pack. It could not be found on the train and never was located. When the crew returned to Clarksdale the owner of the pack had the negro porter arrested for stealing the grip, but as he could produce no proof to substantiate the charge, the magistrate dismissed the case. The peddler then sued the railroad, claiming when he boarded the train the flagman volunteered to look after the grip for him and that when he reached his destination it was gone and the flagman could not account for it.

At the close of the trial the court said he would charge the jury to find a verdict for the railroad. Plaintiff's attorney then took a non-suit.

Had the peddler availed himself of the baggage car, checking his pack, it would undoubtedly have reached his

destination safely. If not, he would have been fully protected. One frequently sees large pieces of baggage in coaches, much inconveniencing passengers, which ought to have been checked, but train crews have a great deal to contend with trying to induce passengers to check such baggage, although that is by far the safer and more convenient way of having such articles transported.

RAILROAD TRACK USED AS HIGHWAY FOR AUTOMOBILES, WAGONS, ETC.

Mr. H. W. Hagan, claim agent at Greenwood, Mississippi, reports that on a recent trip over his territory on a motor car he met a two horse team which was being driven on the railroad track, two wheels of the wagon on the inside of the rail and two on the outside. It was with considerable difficulty that the driver was able to get the wagon out of the track so that the motor car could proceed.

Mr. Hagan says a few days later his attention was called to the fact that at one of the public road crossings about a mile north of Swan Lake, Miss., an automobile party laid some plank over the cattle guards so as to prevent the auto tires from being punctured by the points of the guard, drove the auto over the guard and on the track for a distance of one mile south, going around a very sharp curve to a private crossing, where they again laid plank over the cattle guard, thus reaching the crossing and there driving off the track.

Had a train appeared the automobile could not possibly have gotten out of the track over the rails. It is hard to believe that people would take such desperate chances with their lives and property. However, had a train come along and struck them, of course, it would have been claimed that the crew was negligent in not maintaining a better lookout and in failing to observe the automobile and bringing the train to a stop before striking it, and possi-

bly a court and jury would have had to pass upon the case.

A proper trespass law rigidly enforced would put a stop to such practices. Many individuals seem to think that they have equal, if not superior rights, on railroad tracks to those of trains, and that trains should be operated expecting to find pedestrians and vehicles traveling the track and so handled that if the track is found to be occupied the train can be stopped until the way is cleared.

MIKEL CASE, CLINTON, KY.

On December 4, 1919, E. F. Mikel and son, Carl, of Clinton, Ky., drove into the country about three miles from Clinton for the purpose of buying stock, and after two of the tires of the Ford they were driving had been punctured, Carl Mikel, the son, decided that he would go to the railroad, which was nearby, and catch a freight train and ride to Clinton in order to ship a calf north on train No. 6, and while standing on the south bound track, which was at the point of a curve, waiting for the caboose of the north bound train, a south bound train came around the curve, and struck and killed him.

A suit was promptly filed by the father as administrator for \$25,000.00 damages, and the Railroad Company was not given an opportunity to discuss a settlement, or attempt to assist the widow and babies, and the trial of this case was concluded on May 20th, in which an attempt was made by the plaintiff's witnesses to show that the deceased was en route to the east side of the track to purchase some hogs instead of boarding the train, but the father of the deceased had stated to reputable witnesses that the deceased was expecting to catch the train and ride to town and not to purchase hogs, and after a few minutes' deliberation on the part of the jury, a verdict was rendered for the railroad.

A peculiar feature developed in the trial of this case to the effect that there was one witness, who was at a point

about twelve miles west of the point of accident, and expected to drive to a point eighteen miles southwest and in order to reach that point, he decided to drive to Clinton, Ky., thence to Fulton, Ky., thence to Hickman, Ky., along the State Line road, which would make a total of 75 miles, and just by accident had stopped on the east side of the crossing when the accident occurred, and was driving in the same direction that he was driving earlier in the morning in his efforts to find the road to Hickman, Ky.

THE DEADLY MOTOR CAR.

"In an analysis of the accidents occurring in St. Louis during March, 1920, The National Safety Council indicates that there were eleven fatalities and 187 persons injured in 494 automobile accidents. This, it must be noted, was in one month and in a city of less than a million population. The total number of accidents of all kinds was 791, so that automobile accidents constituted almost two-thirds of the total. The property damage was estimated at \$39,500. The causes were not determined in 190 instances; skidding was responsible for 91, careless driving for 205, and careless walking for 27. Quite a few of the accidents are ascribable to the carelessness of the motorists in giving the signal of his intent to turn, to pass, to stop, to back, or drive out from the curb. A few of the accidents were due to the glare of undimmed headlights. The great majority of all traffic accidents and fatalities are due to 'Carelessness.' It is a safety aphor-

ism that carelessness can be overcome only by education."—Editorial from *American Medical Journal*, May 22, 1920.

It is somewhat refreshing to our depressed soul to learn from such a recognized source of authority that all "carelessness" does not originate in the ornate minds of reckless and wanton engineers. For a short space of time, until we took another hitch in our suspenders, we were mortified and disturbed under the distressing impression that all careless men were hired by the railways and all saintly and sanctified men drove automobiles. Dominance and superiority seemed to divine the latter with a halo of immunity from error, while servitude and inferiority damned the former with dogmatic mediocrity.

We have always had accidents, and always will have them so long as the human element enters into the calculation. We began having accidents as far back as when Absalom got his hair caught in an oak tree. Now somebody was negligent in not trimming trees, or this wayward youth was sloven in his personal habits as to a haircut, but anyway we had an accident, and thereby did Absalom cling to the oak. This is as far back as I can remember.

Periodically some prophet comes forth with a holy and angelic program as to how we are to "stop" accidents. As if by the stroke of a pen he could accomplish something Jesus Christ has been unable to avert for over 2,000 years.

Chas. D. Cary.





“Upkeep of Your Home”

In many localities on its lines, the railroad company has provided dwellings for its section foremen. These dwellings are for the most part located along the waylands or on plats owned by the company, contiguous to or near the right-of-way. Through this medium the foreman is able to provide, with a nominal sum, a house for himself and his family.

Some of the houses are newer and have perhaps, better facilities than others and some of course have more room than others, but practically all of them have their surroundings, the upkeep of which is exposed to the critical eye of the public, the officers and employees of the company, and the appearance of which eloquently bespeaks the pride and interest of the occupant.

Once each year the company goes to the enormous expense of cutting its waylands so that they will present a neat and tidy appearance, and in addition, once a year a swath is cut and the track on the principal lines thoroughly freed of vegetation, largely because of the neat appearance presented. In keeping with this idea it is the hope and desire of the management that all section house locations shall at all times look neat and clean, and that they should give the impression to others that the occupant takes pride in the surroundings of his house.

Nothing detracts more from the attractiveness of a house and its surroundings than a dilapidated fence. The repairing, of course, involves material, which will be forthcoming upon request to the supervisor. Delay, perhaps, will be experienced in obtaining material but should not dishearten the foreman in his efforts to procure it. Once obtained and applied the foreman should keep his fence in good condition.

The yard should be kept clean at all times and the growth of grass encouraged. When yards are not properly drained they should be ditched or terraced, the assistance and counsel of the supervisor being solicited freely. Firewood or other fuel should be kept neatly piled and in rear of the premises. When allowed to be scattered about this detracts immeasurably from the general appearance of any habitation.

The company has recently purchased a large number of fruit trees which have been distributed and set out. That fruit may



shortly be available will depend in a large measure upon the care and the interest of the individual foreman. When any doubt exists as to the proper treatment and care of these trees the foreman should consult the supervisor or division gardener and if necessary the chief gardener.

Flowers of selected varieties have also been provided for certain locations. Nothing, when placed with thought and nourished with care, can add more to the appearance of a house than these. A rose bush here or a vine there can go far toward making one's abode pleasant to look upon.

Many localities are without proper or adequate shade and when this condition exists the assistance of the supervisor should be asked in procuring suitable trees and these should be set out on the premises in such manner as to provide shade and to ultimately add to the beauty of the surroundings.

“Cleanliness is next to Godliness” and is desirable in all things. A clean railroad depicts the type of its maintenance employees. Clean, tidy, well appearing tracks, station-grounds, yards and shop-grounds are no less desirable than clean, tidy, well-appearing section house premises. These being where the foreman lives their upkeep devolves more upon him than upon any one else. He should feel no hesitancy in soliciting the aid of the officers over him in bettering the condition and appearance of his premises where necessary, and thereafter keeping them in such condition as to be a source of pride to himself and a pleasure to those who are interested in his home.

Traffic Department

A Story of Development

By H. J. Schwietert, General Development Agent

From knowledge gained from geographies and other text books in our public schools, and instructions received from our teachers, we have come to believe that the states of Kentucky, Tennessee, Mississippi and Louisiana, as well as that section of our great country known as "The South" was, and is, the land of cotton, cane and rice, with its beautiful skies of azure blue; the land of sunshine; the land of beautiful women and fast horses; the land where flowers bloom throughout the year; the land of the mocking bird and the whippoorwill; the land where nature smiles; the land of paradise.

It is all of the above, P-L-U-S the best purebred Duroc-Jersey swine in the United States; P-L-U-S some of the best purebred Hereford, Aberdeen Angus and Shorthorn Durham herds of cattle to be found anywhere; P-L-U-S the greatest yield of corn per acre ever made in the world; and last, but not least, P-L-U-S the greatest economic benefactor of mankind—the dairy cow.

Through the primitive methods of farming and the vicious practice so universally in vogue, that of robbing the soil and depleting it of its fertility, the final chapter of "The Rise and Fall of our Great Southern Empire," just preceding our story of development, might have been entitled, "Paradise Lost." The "Neros" of the time fiddled while Rome burned. It was the beginning of the end. The very foundation of its prosperity and greatness had given way.

Mississippi, as a vital part of this gigantic agricultural empire, with its marvelous resources, had wasted the substance of her soil in a no less profligate manner than the other component parts of that rich national heritage, and in 1907 suffered an almost fatal stroke of agricultural paralysis by the destructive invasion of the Mexican cotton boll weevil.

Convalescent—realizing that a fertile soil is the basis for a permanent and lasting agriculture; that is the fundamental of agriculture, and that they build in vain who disobey this law, she has set about the reconstruction of her agricultural greatness on a safer, surer and firmer foundation.

It's a long, long way to soil fertility and

the best recognized route is the "Milky Way," or the "Dairy Cow Route." Because of her efficiency as a soil conserver and builder, as a producer of the most essential food for mankind, which commands a certain market from year to year, because she provides a market for all the crops and roughage grown on the farm, and because the dairy cow fits into the highest type of diversified farming, she enables the dairy farmer to rank first among those engaged in agriculture, first in intelligence, persistency and courage, and first in progressiveness and prosperity.

In the year 1914 the management of the Illinois Central railroad had a vision of the great possibilities, which, if properly developed, would make Mississippi one of the leading dairy states in the nation. Adopting a broad, constructive policy, in co-operation with the other agencies in the state, as a pioneer builder, it acted as master mechanic, through its development bureau, and led the way by furnishing butter makers and managers for six creameries and by loaning the farmers the free use of a carload of purebred dairy bulls. As a result of this effort there are now located on the Illinois Central railroad in the state of Mississippi nineteen creameries, all doing well and business constantly increasing, in spite of forty cent cotton. This is verified by the figures given below taken from the report of the commissioner of agriculture for the state of Mississippi, under date of April 3rd, 1920, showing the output of the creameries in that state for the years 1918 and 1919:

Lbs. butter fat bought	1918	1919
in milk	131,601.06	265,592.30
Lbs. butter fat bought		
in cream	1,933,519.30	2,905,194.70
Amount paid for butter		
fat	\$1,092,205.99	\$1,958,298.22
Number lbs. butter		
manufactured	2,240,613.00	3,861,947.59
Increase for 1919 Over 1918		
Lbs. butter fat bought in milk.....		133,991.24
Lbs. butter fat bought in cream....		971,675.40
Amount paid for butter fat.....		\$866,092.23
Number lbs. butter manufactured..		1,121,334.59

With these convincing figures before us, indicating rapid strides being made in the development of the dairy industry in the state of Mississippi, we believe we are justified in our position that Mississippi is des-

tinged to become the Wisconsin of the South; and in further justification of our position, we will let you read the first chapter of "Paradise Regained," entitled:

"A COMMUNITY THE COW SAVED"

About 782 miles from Chicago, located on the main line of the Illinois Central railroad, nestling among the pine, magnolia and other forest trees, and surrounded by fertile valleys and red clay hills, is the quiet, progressive and prosperous little community of Wesson, Mississippi, where the living conditions are almost startlingly enjoyable as compared to the years when the great cotton mills constituted the main support of the community and cotton was king.

In those days 2,000 men, women and little children were aroused from their slumbers by the ringing of the alarm bell of the cotton mills at 4:30 a. m., announcing the activities of that great industry would be in full swing an hour later. Tired feet and tired hands answered the signal for duty. Weeks, months and years slip by with the same daily grind.

The farmer continued to exact his annual toll on the soil's fertility and realized all too late the delicate and almost inextricable position in which he found himself financially.

In 1910 through a combination of circumstances, the great mills, the business hub of the community, closed their doors never to re-open. A gloom settled over the village. People who had gotten their living through the pay envelope and those who gained a livelihood through agricultural pursuits were discouraged and dismayed. The life of Wesson had a gloomy outlook. Ruin and bankruptcy stared them in the face. But every cloud has its silver lining and so it was with this one.

Wesson has dug herself out of the ruins. The old mill buildings are being wrecked and the material of any value is being shipped away. The huge bell in the tower that was used to awaken the mill workers at 4:30 a. m., now stands as a grim sentinel ready to sound the alarm of fire at any hour of the day. There are no more little

weary feet, hands and heads answering the beck and call of the old bell; mothers remain at home giving their thought and time to domestic duties. They live instead of endure. And the fathers, when the long shadows fall, wend their way homeward to play, love and rest.

Whence this change? Following in the wake of disaster and ruin appears the little Jersey cow, the star actor in the drama of this community. Instead of the clanging of bells and the shrieking of whistles, there is the lowing of cows, the banging of milk pails, and the swish, swish and splash, splash of milk. Little children, bareheaded and barefooted and rosy-cheeked, quaff freely of the Jersey brew and are happy and contented.

About 6:30 in the morning, automobiles, motor trucks and wagons line the roads leading to the Illinois Central station at Wesson, conveying milk and cream to be shipped to New Orleans and nearby creameries. These dairymen are some of the same fellows who worked in the old mill and had practically nothing at the end of the month except their pay checks, which were comparatively small. Now, they receive milk and cream checks as high as \$300 every two weeks, and in addition own their farm homes and cattle.

In striking contrast to the pay roll of the great mills in 1910 that of the dairy cow shows an increase of \$108,000.00 per year; a \$100,000.00 agricultural high school has been erected in which the boys and girls of the community are being educated and are transported to same by covered wagons and automobiles; the home yards have been beautified; houses have been painted and modernized; electric and gas light plants have been installed on the farms; pianos and other musical instruments are found in the parlors of the rural homes; good roads have been built and a light and water plant has been installed, giving the community all of the conveniences and protection of a modern up-to-date city.

And this is "PARADISE REGAINED."



FROM THE LAW DEPARTMENT



Biographical Sketch



BEN H. WELLS.

Mr. Ben. H. Wells was born near Bolton, in Hinds County, Mississippi, December 21, 1861, and died suddenly from heart trouble at his home in Jackson, Miss., on May 4, 1920. He received his preliminary education in the public schools and attended Mississippi College at Clinton, where he was graduated with high honors. After completing a course in law at Lebanon, Tennessee, he was admitted to the bar and at once engaged in the general practice. From 1904 until 1915, he was local attorney for the Illinois

Central Railroad Company and The Yazoo & Mississippi Valley Railroad Company in Hinds county, as a member of the firm of Williamson & Wells, which later became Wells, May & Sanders, and from January 1, 1915, until his death, he was one of the companies' district attorneys for the State of Mississippi, first as a member of the firm of Mayes, Wells, May & Sanders and later as the senior partner of Wells, May & Sanders.

Mr. Wells was a lawyer by nature, able and successful, possessed of a judicial turn of mind, strictly ethical, and a man of the highest type of honor and courage. He gave of his very best to the service of his clients and through his death these companies lose one of their ablest and most faithful attorneys. Although caring little for political office, he represented his County at different times in both branches of the legislature and served on the State Democratic Executive Committee and as a delegate to National Conventions.

Early in life, he was married to Miss Carrie Neal of Clinton, and is survived by her and his brother, Will S. Wells, who is Chancery Clerk of Hinds County.

The *Daily Clarion-Ledger* speaks of him editorially:

"Not only was Mr. Wells a splendid lawyer, but he was a fine citizen, somewhat exclusive, perhaps, but he could always be found upon the side of good citizenship and good government, and having arraigned himself on one side of an issue he had the courage of his convictions and never hesitated to speak right out in meeting, plainly and unequivocally but with due consideration for the rights of others, whose opinions he respected even though he could not endorse."

Current Commerce Decisions

1. **State tax on sales of dealers in gasoline void as to sales in original packages, but valid as to other sales.**—Law of New Mexico, imposing an excise tax on sales of

gasoline and a license tax on distributors and such retail dealers therein, is void as imposing a burden upon interstate commerce, as applied to sales in the original

barrels and packages in which the gasoline is shipped into the state, and sales to a single customer of the entire contents of the tank cars in which it is shipped into the state, but valid as applied to gasoline sold from tank cars, barrels, and packages in which it is shipped into the state in such quantities as the purchaser requires, though no gasoline is produced in New Mexico, and all sold is brought from other states; there being no discrimination against the products of other states.—*Askren v. Continental Oil Co.*, 40 Sup. Ct. 355.

2. Separate coach law.—"A Kentucky statute requiring railroads to furnish separate coaches white and colored passengers is not unconstitutional interference with interstate commerce, as applied to a railroad whose termini and stations are all in the state of Kentucky, and which was constructed by a Kentucky corporation, though operated by another Kentucky corporation, whose lines extend into Ohio, and which carries passengers for a single fare and without change from points on the first road into the state of Ohio."—*South Covington & Cincinnati Street Ry. Co. v. Commonwealth*, 40 Sup. Ct. 378.

3. Contracts for advertising in periodicals not interstate commerce.—"Contracts for the insertion of advertising matter in periodicals circulating in interstate commerce do not so directly affect interstate commerce as to themselves constitute such commerce, so as to authorize an action under the Sherman Anti-Trust Act, Sec. 7 (Comp. St. Sec. 8829), for damages resulting from defendant's attempt to monopolize the advertising business."—*Blumenstock Bros. Advertising Agency v. Curtis Pub. Co.* 40 Sup. Ct. 385.

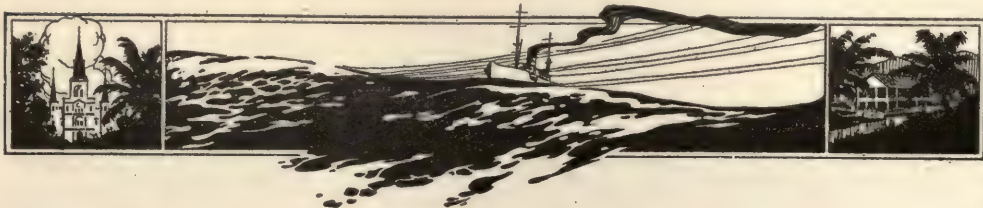
4. Public Utilities—when short-line railroad is not under Federal control.—"By the acts of Congress of August 29, 1916, and March 21, 1918, and by the President's proclamation of December 26, 1917, the Federal government took possession and assumed control of all railroads which in the President's discretion were needful for

war purposes, but it was not intended that the Federal government assume control of every 'tap line' or other short line of railroad unless its use became necessary, and until the Director General by some affirmative act has assumed control over such a line the State has authority to regulate its rates. Under the police power the State has authority to regulate rates to be charged by railroads within its jurisdiction."—*Utilities Commission v. Springfield Terminal Ry.*, 292 Ill. 505.

5. Higher charge to St. Louis than to East St. Louis on coal held proper.—"The relationship of rates on coal from mines in Illinois and Indiana, under which the rate to St. Louis, Mo., on the west bank of the Mississippi River, is 20 cents a ton higher than the contemporaneous rate to East St. Louis, Ill., directly opposite on the east bank held not to be improper.

"Owing to the short haul on this coal, the volume of the rate to East St. Louis held to be insufficient, without an undue depletion of line-haul revenues, to require the absorption of this differential, which is the charge of the Terminal Railroad Association of St. Louis for the transfer of the coal across its Mississippi River bridges and ferries and its devility in St. Louis. Difference in treatment of differentials on long and short-haul traffic discussed.

"The mere fact that certain of the lines that bring this coal from the mines to East St. Louis, as a part of the transportation to St. Louis, are proprietary lines of the terminal association referred to, which operates their joint terminals as a unit in and between the St. Louis and East St. Louis rate districts, does not require, as a matter of correct legal interpretation, the application of a common rate to the two districts. Nor is it material to the issue presented in this case whether the cities of St. Louis and East St. Louis are to be viewed as together comprising but a single industrial and economic unity."—*St. Louis Chamber of Commerce v. B. & O. R. R. Co., et al*, 57 I. C. C. 639.



Condensed Report Showing Watches Inspected and Comparison of Records

Following the established practice of compiling data gathered at a periodic watch inspection, Mr. Webb C. Ball, General Time Inspector, has prepared and issued in book form a report showing in detail the results of the second semi-annual inspection, for 1919, of watches carried by employes subject to Time Service rules and regulations.

This report covers the period from April, 1919, to October, 1919. It shows name of employe, make, grade, size, jewels of watch inspected and number of times employe had it compared with standard time by watch inspector, also employes who lost their comparison cards or did not present them to inspector, and could not be credited with comparisons procured.

All this information is bound in book form and copy furnished each operating officer.

The following are summaries for the various divisions:

General Summary

Total Number of Watches Inspected.....	11,096
Total Number Watches Compared with Standard Regulators	7,383
Average Number times each Watch so Compared	8.9
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	1,726

Chicago Terminal

Number of Watches Inspected.....	614
Number Watches Compared with Standard Regulators	389
Average Number times each Watch so Compared	8.8
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	173

Illinois Division

Number of Watches Inspected.....	1,167
Number Watches Compared with Standard Regulators	802
Average Number times each Watch so Compared	9.1
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	221

Indiana Division

Number of Watches Inspected.....	445
Number Watches Compared with Standard Regulators	299
Average Number times each Watch so Compared	8.9
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	53

Iowa Division

Number of Watches Inspected.....	680
Number Watches Compared with	

Standard Regulators	429
Average Number times each Watch so Compared	10.1
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	89

Kentucky Division

Number of Watches Inspected.....	776
Number Watches Compared with Standard Regulators	547
Average Number times each Watch so Compared	9.1
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	60

Louisiana Division

Number of Watches Inspected.....	675
Number Watches Compared with Standard Regulators	541
Average Number times each Watch so Compared	9.9
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	39

Minnesota Division

Number of Watches Inspected.....	406
Number Watches Compared with Standard Regulators	303
Average Number times each Watch so Compared	8.8
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	44

Mississippi Division

Number of Watches Inspected.....	457
Number Watches Compared with Standard Regulators	286
Average Number times each Watch so Compared	10.0
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	37

New Orleans Terminal

Number of Watches Inspected.....	368
Number Watches Compared with Standard Regulators	248
Average Number times each Watch so Compared	8.2
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	83

St. Louis Division

Number of Watches Inspected.....	1,530
Number Watches Compared with Standard Regulators	1,056
Average Number times each Watch so Compared	8.6
Number Employes whose Card Certifi- cates were not returned to Local Watch Inspectors	216

Springfield Division

Number of Watches Inspected.....	661	Average Number times each Watch so Compared	7.9
Number Watches Compared with Standard Regulators	445	Number Employes whose Card Certificates were not returned to Local Watch Inspectors	135
Average Number times each Watch so Compared	8.4		
Number Employes whose Card Certificates were not returned to Local Watch Inspectors	89		

Tennessee Division

Number of Watches Inspected.....	956	Number of Watches Inspected.....	450
Number Watches Compared with Standard Regulators	608	Number Watches Compared with Standard Regulators	300
Average Number times each Watch so Compared	8.8	Average Number times each Watch so Compared	8.4
Number Employes whose Card Certificates were not returned to Local Watch Inspectors	169	Number Employes whose Card Certificates were not returned to Local Watch Inspectors	83

Wisconsin Division

Number of Watches Inspected.....	628	Number of Watches Inspected.....	404
Number Watches Compared with Standard Regulators	430	Number Watches Compared with Standard Regulators	205
Average Number times each Watch so Compared	8.5	Average Number times each Watch so Compared	8.3
Number Employes whose Card Certificates were not returned to Local Watch Inspectors	87	Number Employes whose Card Certificates were not returned to Local Watch Inspectors	101

Memphis Division

Number of Watches Inspected.....	629	Number of Watches Inspected.....	250
Number Watches Compared with Standard Regulators	353	Number Watches Compared with Standard Regulators	142
		Average Number times each Watch so Compared	9
		Number Employes whose Card Certificates were not returned to Local Watch Inspectors	47

Memphis Terminal**New Orleans Division****Vicksburg Division****ACKNOWLEDGMENT OF EFFICIENCY OF SPECIAL AGENTS' DEPARTMENT, ILLINOIS CENTRAL RAILROAD CO.**

Ingham County Probate Court,
Mason, Michigan

L. B. McArthur,
Judge of Probate

June 20, 1920

C. A. Clinton
Probate Register

Illinois Central Railroad Co., Chicago, Illinois.
Gentlemen:

On June 13th, last, while purchasing a ticket at Chicago, on my way home, I lost a black hand bag at your Twelfth Street Station. The matter was reported to Mr. S. C. Sullivan, special agent, and after considerable effort on his part he concluded that the bag had been taken by a porter and by mistake placed on the Wolverine Limited.

Through his efforts and after communicating with the conductor of the train the bag was located, and was turned over to me at Jackson, Michigan. I want to take this occasion to say to you that the attention given me by Mr. Sullivan was most courteous and efficient.

Indeed, it is a pleasure to come in contact with one so courteous and obliging, and I have felt that I should call the matter to the attention of your Company, as I regard him as an exceptionally valuable man in the position which he holds.

Yours truly,

L. B. McArthur.

Roll of Honor

Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
John Drinan	Laborer	Gilman, Ill.,	28	10-31-19
John Bleichner	Crossing Watchman	Champaign, Ill.	26	12-31-19
Noble S. Lancaster	Roundhouse Foreman	Canton, Miss.,	37	1-31-20
Patrick McCann	Crossing Flagman	Dubuque, Iowa.	39	3-31-20
Charles Sisson	Agent & Operator	Mason, Ill.	41	4-30-20
Charles Swartz	Section Laborer	Loda, Ill.	22	5-31-20
William P. Carrico	Station Helper	Camp Knox, Ky.	32	5-31-20
Phineas M. Gladson	Engine Watchman	Eldorado, Ill.	32	5-31-20

OBITUARY

The following deaths of Pensioners were reported at meeting of the Board of Pensions held May 29, 1920.

Name	Last Employment	Date of Death	Term as Pensioner.
Peter Riley	Crossing Flagman, Iowa Division.	3-8-20	3 years
Peter Calmér	Laborer, Kentucky Division	4-12-20	10 years
John H. Huntsberry	Engineman, Kentucky Division	5-1-20	2 years
Adolph Nehring	Blacksmith, Burnside Shops	1-24-20	11 years
Gideon Miller (COL)	Laborer, Mississippi Division	5-18-20	9 years
James McKeever	Boilermaker, Wisconsin Division	5-15-20	9 years



ROBERT L. PETRIE

Mr. Petrie was born Jan. 15th, 1853, in Hersemer County, N. Y. His family moved to Aurora, Ill., in 1857, at which point he attended school. On August 12, 1870, he entered the service of the C., B. & Q. Railroad at Aurora, Ill., as Engine Wiper and in October, 1870, he was employed by the C., B. & Q. at Aurora, Ill., as Fireman and promoted to position of Engineer, January 11,

1877, running between Chicago and Burlington, Iowa. In 1888 Mr. Petrie entered the service of the Illinois Central on the Wisconsin Division as Locomotive Engineer and he was employed in such capacity on the Madison and Dodgeville Districts of the Wisconsin Division up until the time he was pensioned, Jan. 1, 1920.

ALFRED W. TILLEY

Mr. Tilley was born in England in 1852. In 1867 he entered the service of the London and Southwestern Railway, assisting his father who was a civil engineer and who was surveying the above road for double track and construction work. Mr. Tilley came to the United States in 1868 and was employed as Car Carpenter in the New York, New Haven and Hartford Railroad Shops at New Haven, Conn., when in 1873 he transferred to locomotive Fireman, which position he held until 1877, becoming a member of the Brotherhood of Locomotive Firemen of New York City in 1876.

In 1877 he left the service of the above road and accepted employment as Car Carpenter at St. Paul, Minn., with the Great Northern, better known



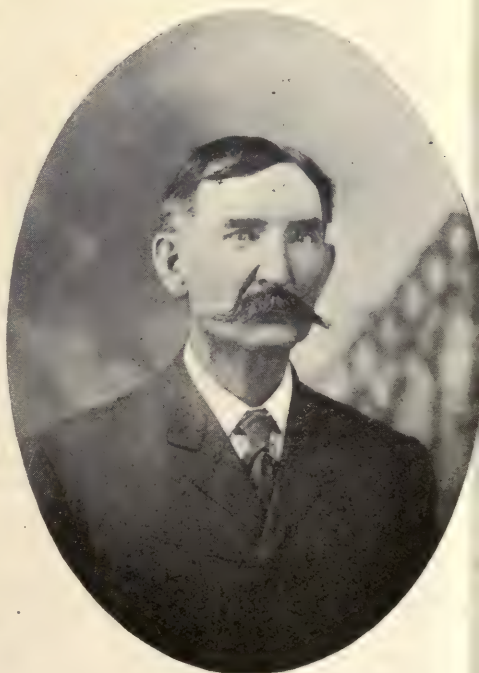
A. W. TILLEY AND FAMILY.

at that time as the St. Paul, Minneapolis and Manitoba Railroad. After he served in this capacity one year, he was appointed Night Foreman in the passenger yards, which place he held until 1882 when he resigned to enter the service of the Milwaukee & St. Paul Railroad as Carpenter and at the expiration of three months was transferred to Owatonna, Minn., as Car and Engine Foreman.

In 1890 he was sent to Mitchell, South Dakota, in the same capacity with the same road, leaving the service in 1893 to accept a position as Car Foreman at Clinton, Illinois, with the Illinois Central. He was Car Foreman at this point continuously, having charge of Clinton, as well as outside points on the Springfield Division until his retirement January 1st, 1920.

MICHAEL WHALIN

Michael Whalin was born in Cincinnati, Ohio, April 24, 1854, moved to Centralia, Illinois, 1859, then to Brookport, Ill., in 1889, was married to Miss Viola F. McEwen, August 26, 1874.



MICHAEL WHALIN.

To this union there was born six children, four of these having preceded their father to the grave, Fred, Felix, Mayme, and Lotta, two surviving him, Mr. Ed. Whalin, of Carbondale, Ill., who is a passenger conductor on the Illinois Central Railroad, and Mrs. H. F. Jerdon of Brookport, Ill., whose husband is locomotive engineer for the I. C. R. R. Co.

Mr. Whalin, was employed by the I. C. R. R. Company in the month of August, 1871, and was a faithful and efficient employee of the Company until death, having served them for 48 years, 31 years of this time Mr. Whalin was General Yard Master of the yard here at Brookport, being the first and last yard master to serve the company at this point, Mr. Whalin as conductor, Uncle John Ridenbaugh (of this place) as engineer brought the first train into Brookport that ever come into the place, also they received the first train orders that were ever issued to any train at this place, these orders being copied by one Mr. A. J. Farquhar of this place, then serving the company as operator.

There are left to mourn this great loss, his wife, two children, Ed and Mabel, two sisters, Mrs. Kate Luddon of Madison, Ill., and Mrs. Mary Kraymer of East St. Louis, Ill., five grandchildren and a host of friends.

Mr. Whalin, departed this life March 14, 1920, at the age of 65 years.

HONORABLE JOHN W. TARVER Chief Clerk, Superintendent, Mississippi Division

Born—1881.

Died—May 13, 1920.

Mr. Tarver was Mayor of Water Valley, Miss. Entered the service of the



JOHN W. TARVER.

Illinois Central Railroad December, 1896, as a Clerk in the Master Mechanic's office. Promoted to various positions until he reached the position of Chief Clerk, Superintendent, Mississippi Division, which position he has held since July 1, 1905.

There was no employe who worked for a Railroad Company who was more highly esteemed than was John W. Tarver. His friends were numbered by his acquaintances.

Mr. Tarver was happily married in 1905, his wife being Miss Fannie McMillan, daughter of Mr. Dan McMillan, also an old and faithful employe at Water Valley. Has three children, one little son and two daughters.



Meritorious Service

CHICAGO TERMINAL.

Engineer E. Crowley, train No. 40, east-bound, has been commended for action in stopping his train when he noticed a small girl walking over the bridge west of mile post 6, June 5.

Conductor E. A. Smittle has been commended for discovering and apprehending small boys hiding under platform of Forty-seventh Street Suburban Station, June 22, as train No. 391 was pulling into the station, on account of throwing a stone through the window of a suburban coach.

Towerman W. C. Campbell, Harvey, has been commended for discovering and reporting brake rigging dragging on S. A. L. 18612, train No. 79, passing Harvey, June 9. Train was stopped at Homewood and brake rigging removed, thereby preventing possible accident.

During May the following gatekeepers lifted card passes and commutation tickets on account of having expired or being in improper hands: Katherine Dolan, Daisy Emery.

On train No. 151, May 24th, Flagman E. Ashton lifted employe's suburban pass on account of being in improper hands. Passenger refused to pay fare and was required to leave the train.

ILLINOIS DIVISION.

Conductor C. E. Henry, Fordham, has been commended for discovering and reporting I. C. 120727 with no light weight stencil. Arrangements were made to have car stenciled.

Brakeman Brennan has been commended for action taken when he discovered a purse on the right-of-way near Wilderman, Ill., with the result that the owner of same was located.

Mr. J. W. Coffey, Vandalia, Ill., has been commended for discovering and reporting defective arch bar on car in extra 1682 south, May 26. Train was stopped and repairs made, thereby preventing possible accident.

Conductor D. S. Wiegel, on train No. 34, May 13, declined to honor card ticket, on account of having expired, and collected cash fare. Passenger was referred to the passenger department for refund on ticket.

MEMPHIS DIVISION.

Bridge Foreman J. W. Cooper has been commended for discovering and reporting bent axle on I. C. 122478, extra north at Marks, Miss., June 9. Necessary arrangements were made to have defect remedied, thereby preventing possible accident.

Yardmaster Gann has been commended

for discovering ACL key out of B. & O. 191543, and notifying conductor, train No. T-84, engine No. 819, at Greenwood, Miss. Necessary action was taken to prevent accident.

WISCONSIN DIVISION.

Conductor W. D. Ryan, train No. 215, May 1, and No. 316, May 10, declined to honor card tickets on account of having expired, and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Engineer W. R. Dickman has been commended for the efficient way in which the whistle was sounded, train No. 394, May 24, in an attempt to prevent accident at McConnell, Ill.

Conductor J. E. Curtin has been commended for discovering and reporting broken arch bar on C. & E. I. 35162, April 1.

MINNESOTA DIVISION.

Conductor W. B. Ryan has been commended for action taken in getting trains Nos. 29 and 11 over broken rail east of block W-1771.

TENNESSEE DIVISION.

Flagman J. G. Wellons, extra No. 1864 north, has been commended for discovering and extinguishing fire on bridge south of Dyersburg, thereby preventing possible accident.

Engineer J. L. Strange, train No. 191, June 16, has been commended for discovering and extinguishing fire on bridge J-280-9. This action undoubtedly prevented possible accident.

Conductor G. I. Gadsby has been commended for discovering and reporting broken beam on N. P. car 29824, extra No. 1699 south, at Rialto, June 17.

Conductor W. R. Low, train No. 204, May 18, lifted employe's trip pass on account of previously having been used for passage, and collected cash fare.

LOUISIANA DIVISION.

Conductor R. E. McInturff, on train No. 32, May 13, declined to honor 30-trip family ticket, on account of having expired and collected cash fare.

Conductor L. E. Barnes, on train No. 4, May 15, lifted trip pass on account of being in improper hands. Passenger refused to pay fare and was required to leave train.

On train No. 5, May 30, he lifted two 30-trip family tickets, one on account of having expired and the other being in improper hands, and collected cash fares.

Division News

WISCONSIN DIVISION

Charles Reed, who has been employed as brakeman and conductor on the Amboy district since July 1, 1895, has resigned to accept responsible position with the Peabody Coal Co., Chicago.

Mr. G. V. Powell, chief accountant, has resigned to accept a position with the Stephens Motor Works.

Mr. C. H. Crowell, of Centralia, Ill., has been appointed chief accountant.

Our congratulations are extended to Mr. H. V. Liston, formerly division claim clerk, now employed as switchman at LaSalle, and to Mrs. Liston, who were married at LaSalle recently. Mrs. Liston was formerly Miss Mildred Edler, who up to the time of her marriage was employed as stenographer in the Accounting Department.

Mr. J. F. Riordan has been appointed supervising agent.

Mr. B. F. Williams, assistant agent Rockford, has been appointed supervising agent, Iowa Division.

J. J. Reilly has been appointed agent, Freeport.

Mr. Merton J. Beck cast his lot with the benedicts a few weeks ago. We all congratulate you Mert and wish you luck.

Miss Mabel Quincer, stenographer, Freight Agent's Office, was recently married to Mr. Rock. A rather hard name. Congratulations, Mabel.

Miss Lucretia Porter has been appointed stenographer Superintendent's Office.

Miss Francis Lavelle, stenographer to chief clerk, has accepted position in Accounting Department.

Miss Honor Thro has accepted position as stenographer in the Road Department.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.



THE MARGIN OF SAFETY is our first consideration in making loans, rather than the margin of profit. That conservatism is your guaranty of SAFETY in making investments in our bonds.

10-Payment Plan

Any issue of our high grade, gilt edge First Mortgage Bonds may be purchased on our 10-payment Plan on terms as low as \$10 down and \$10 per month. Our booklet, "That \$10 Bill," tells more about our 10-Payment Plan. If you are interested in getting 6% on your Savings, with absolute security, call, phone, (Main 1865) or write for one.

H. O. STONE & CO.

Established 1887

Real Estate Investments

Conway Building

111 West Washington Street

Please mention this magazine when writing to advertisers.

Mr. Henry Lichtenburger, former tonnage clerk, has accepted position as assistant chief time keeper.

The Girls in Superintendent's and Freight Agent's Office had a picnic recently in honor of Miss Ethel Love and Miss Mabel Quincer, June brides. They all report having had a wonderful time. From what lunch was left, we agreed they are all good cooks.

OFFICE OF AUDITOR STATION ACCOUNTS

By G. A. R.

Our friend "Miss Spring" gave us a chilly reception, but now we can console ourselves in knowing we are enjoying a warm reception in that "good old summer time." The month that contained so many harmonious notes from Cupid's harp, has past, and has left our respective sanatorium without a responsive cord in loves uniting. But knowing that everything travels within a circle, that hope and expectancy along these particular lines is in evidence among many of our youthful members. A timely advice—is to wait patiently in loving thoughts and all will be well.

Our adding machine wants to know what has become of the old timer that could add a column of figures correctly.

This heat occasionally brings a condition of fermentation without yeast. Be silent and watchful and stick to the ship, as prophetically or metaphorically speaking the signs point to a "raise."

Vacation! vacation! is the general subject of discussion, time tables, prospectives of every description is in evidence. The clock has taken a vacation, our elevator also takes a vacation at intervals, but our good paymaster continues business at the same old stand, it is very much appreciated by all concerned that he is a perpetual worker during these vacation days.

Mrs. Adele Clarke spent a very enjoyable vacation in New York and Canadian points. She unfortunately lost many "beautiful new things" from her grip (as she expressed it) at the time it was inspected by the revenue officer.

We are glad to see our friends, W. T. Hawkins, H. C. Emerson and T. Y. Dillman return to our fold after a brief spell of operating in the wheels of commerce. Having once affiliated with the railroad and with agreeable associates, naturally formulates a

magnetic attraction that is not experienced in the commercial world. Be as it may we are glad to welcome them home. It is noted, however, they did not lose that swing of railroad lingo which is typical with proficient accountants. Mr. Dillman will handle accounts in litigation, and for the information of many of our agents would state that Mr. Hawkins and Mr. Emerson were appointed assistant traveling auditors, and it is hoped our agents will have the pleasure of meeting them in the near future.

Mr. S. N. Moore, who is well known by many of our employes, has accepted a position as uncollected investigator, and has charge of divisions on Northern lines.

Miss Marion Powers will spend her vacation at Deadwood, S. D. It is known that activities in this village are not emblematical of its name, but on the other hand it is a very live place and we can assure her that amusements to her liking will be beyond her expectations.

Mr. Leo Palmer, our junior accountant who wants to see things before he believes they really exist, is visiting the sights in Colorado.

Miss Edna Nelson was a very wise girl when she decided the place to spend her vacation. After consulting the atlas of the world she finally decided on a quiet little spot in the country adjacent to our city. While there she associated with the country lassies and dwelled among natural scenery, fishing and bathing with the mermaids, carrying water to the harvest hands, drinking only buttermilk and eating corn bread and large country biscuits "like mother used to make." This delightful experience made such an impression on her that she has fully decided where to find the "mecca" of rest and pleasure.

Mr. D. O'Connell spent his vacation at Niagara Falls and Detroit. While at the latter place he visited one of the leading plants in view of just seeing how they could afford to turn them out.

Mrs. Northrop, while on her vacation, was looking after her oil interests. She reports as favorable outlook, as she is getting near that glorious hope of reaching the end of the rainbow.

Miss Coyle was camping for one week at Mineral Springs, Ind. She reports of catching a fish that weighed 35 pounds. Let us hope that the "scales" were correct.

Mr. O. E. Hulsberg took in the sights at New York, up the Hudson and other Eastern cities. He was accompanied by several noted artists. It is also known that he had a continuous round of pleasure for the reason that he brought back many specimens of butterflies that he captured.

This office is making preparations for its annual picnic, to be held in July, and it is hoped all interested will participate in making it a most enjoyable gathering.

SHOES—TWO PAIR—SHOES

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is to pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course you don't expect full details of an amazing offer such as this in such small space and you are right. If you look for our big six and a half inch illustrated ad in this issue, you will get full particulars. *Welpers*—Dept. 61 at 1201 W. Van Buren Street, Chicago.

Hamilton Watch

"The Watch of Railroad Accuracy"



Engineer F. J. Mink of the New York Central Lines is known as "The Chief" on the New York-Albany run, because he's handled a throttle for thirty-one years. For ten years he drove the Twentieth Century Limited on his division, with the *Hamilton* he carries, and established an enviable record for running on schedule.

Are you being handicapped with an inaccurate watch ?

THERE'S probably no line of work where punctuality has more to do with a man's success than in railroading. If your particular job must be done to a time schedule then your efficiency record is at the mercy of the watch you carry.

There are two very real reasons why the Hamilton has become the most popular watch among America's railroad men:

Its day-in-and-day-out dependability—its ability to stand up under railroad work and give long years of unvarying satisfaction.

Have your jeweler show you Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels). These famous railroad models make time inspection a mere matter of routine.

Write today for "The Timekeeper"

An interesting booklet that pictures and describes all the Hamilton models. Prices are given and they range from \$22 (\$25.50 in Canada) for movements alone, up to \$200 for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

St. Louis Division

The St. Louis Division Base Ball Association, Carbondale, Ill., has organized a base ball club, and would like to hear from similar clubs with a view toward arranging games.

SPRINGFIELD DIVISION

Mr. L. H. Bond, of Chicago, visited with friends in Clinton.

Mr. J. G. Croker, of Chicago, was in Clinton looking after company interests.

Mr. P. H. Croft, of Fulton, formerly of the Engineering Department at Clinton, visited friends in Clinton.

Mr. R. B. Goe, of Chicago, was a business visitor in Clinton.

Mr. George Dunlop, of Chicago, was in Clinton.

Mr. G. R. Hurd, supervisor of fire protection, was a Clinton visitor.

Mrs. J. W. Hevron and children, of Fulton, visited recently with Mr. and Mrs. P. J. Mallon.

H. E. Dewey was a business visitor in Decatur.

J. E. Elward has returned from a business trip to Chicago.

Mr. Pinkerton and Mr. Schilling were business callers in division offices.

Dispatcher Macon and family were Decatur visitors.

Mrs. Roy Hoyt and daughter Mildred were shopping in Decatur.

C. Harris employed at the freight house, was called to Mendota account of illness of his sister.

George White and family are visiting relatives in Patoka.

Charles Masterson, check clerk, has returned to work after an absence of a week account of measles. We are glad to have him with us again.

Wm. Crum has accepted the position as assistant platform foreman.

Harry Simmon, clerk at north yard office, Clinton, has resigned his position and gone to Chicago where he will work out of Mr. Porterfield's office. Vacancy made by Mr. Simmons has been filled temporarily by A. R. Betz.

Lewis Lynn, switchman, has returned to work after a week's vacation.

Wm. Thomas, general yardmaster, has returned to work after a visit in Chicago. Mr. Thomas reports having had a grand time.

INDIANA DIVISION.

The General Officers were on Indiana Division May 28th from Evansville to Peoria.

Miss Lucille Yount of the Superintendent's Office, is taking a month's vacation, spending the time in Kansas City. Miss Catherine Stephenson is substituting for Miss Yount.

Asst. Chief Clerk Earl McFadden is the recipient of a fine box of garden produce from our friends and former co-workers, N. J. and Helen Lee Brooks, who are farming in Texas, near the Mexican border.

There seems to be a diversity of opinion in the Accountant's Office as to the su-



OFFICE FORCE OF SUPERINTENDENT OF SPRINGFIELD DIVISION, CLINTON, ILL.

periority of the different make cars. Chief A. C. Wilcox showed his preference by investing in a Cadillac; Timekeeper Stephenson followed up with the purchase of a bright yellow Velie; then Morris Kemper decided on an Elgin; Winston Darnell still insists that his Cole is O. K., while Marion Crane shows what he thinks of that Overland of his when he permits it to carry here and there one certain person, who is really precious. Eugene Watts hasn't any preference as the Inter-Urban serves him all right to go to Charleston.

Archie Buckton, Chief Clerk to Master Mechanic, was surprised on his birthday, by his Railroad Office friends, who met at his home and enjoyed a pleasant evening of dancing, music, etc. Mr. Buckton was presented with a watch charm as a remembrance of the day.

Miss Cora Tiffany of Road Master's Office spent a couple of days with home folks this month.

Speaking of Barney Oldfields, the question has arisen: Which is the less safe driver, T. J. Flynn or R. H. Browning? (Step on it!)

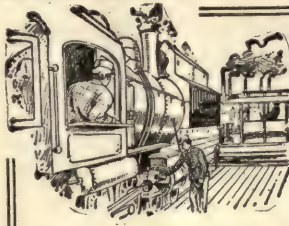
Looks kind of natural to see Yard Master Haettinger again "striding" through the yards.

We don't know how the two are connected, but were told to ask Supervisor B. & B. Carlson concerning "The Beach" and "Education." Maybe an explanation can be given those who are confused.

Accountant Winklebach is interesting himself quite a little in flowers recently—seems to be a steady visitor at the Broadway Flower Shop these days—don't blame you, Wink, 'tis hard to tell which to like best, the flower girl or the flowers.

To men desiring the latest in bathing suits this season, we refer you to Train Master Vane. Since "the overall fad" has gained access in offices, high schools, etc., our official has extended its use, in a most becoming manner, in the River.

Conductor J. W. Knight and wife have left for an extended trip through Colorado, Washington and Oregon.



**Railway
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

**Murine relieves
Soreness, Redness
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*Druggists supply Murine
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The Murine Eye Remedy Co.,
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If you want to please wife, mother, sister or sweetheart give her *silk hosiery*. An ideal gift that will be much appreciated for no woman ever had too many pairs of silk stockings.

**Silk Hosiery Specials for
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**3 pairs Women's Silk Hose
\$5.50**

Women's pure thread silk hose with lisle tops and soles in black, brown, grey and white. A splendid wearing quality, sizes 9, 9½ and 10. Delivered prepaid anywhere in U. S., per pair \$2.00 or

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Other qualities at \$1.50, \$2.50, \$3.00, \$3.50 and up to \$7.50 pair.

Mail orders promptly filled

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CLINTON

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Retailers of Dry Goods, Floor Coverings and
Women's Ready-to-Wear Apparel.



SUPT. SHAW'S DOG, CLINTON, ILL.

Please mention this magazine when writing to advertisers.

MINNESOTA DIVISION.

Frank Hardy, trainmaster's clerk at Waterloo, and Ed. Lynch, chief clerk to the roadmaster, Dubuque, are enjoying their vacation in the West.

J. D. Lavell, chief clerk at Waterloo yard, celebrated his twenty-ninth birthday recently and the bunch from the office presented him with a new pipe. Of course, it was not presented with the thoughts that his "Old Missouri Meerschaum" was getting pretty strong.

H. O. Dahl, yardmaster, Waterloo, goes fishing quite often, but you never hear him tell about what he catches.

Miss Elsie Hietzman, file clerk in the superintendent's office has resigned her position.

Misses Marion Coffey, trainmaster's clerk, and Angella Hauer, accountant, recently spent Sunday in Chicago.

Mr. Ralph McCarron has again resumed his duties as accountant, having been absent for some time on account of illness.

Mr. Roy Savary, formerly yard clerk, now employed as tonnage clerk in the superintendent's office, who recently underwent an operation for appendicitis at Mercy Hospital is improving rapidly.

Miss Genevieve Sims has accepted the position of file clerk in the superintendent's office.

Mr. J. E. DeShara, formerly division claim clerk on this division was a welcome

visitor at the division offices recently.

Miss Ethly McNamara, assistant chief clerk to the roadmaster, has returned to work after spending the winter in California. Mrs. Evelyn Uhr, who relieved Miss McNamara during her absence, has accepted the position of correspondence clerk in General Superintendent Williams' office at Waterloo.

Mr. O. J. Oster, assistant chief clerk to the superintendent, is enjoying his annual vacation in Milwaukee, Wis.

Mrs. A. Howard has accepted the position of stenographer in the chief dispatcher's office at Dubuque. Miss Abbie Sturmer has been employed as stenographer in the superintendent's office.

Miss Hilda Schwartz has returned from Washington, D. C., where she attended the graduation exercises of the George Washington University, Decoration Day.

Miss Elsie Miller is relieving Miss Martha Wunderlich as telephone operator. Miss Wunderlich having the misfortune to sprain her ankle.

Miss Annis Hanger has resigned her position as chief yard clerk in the Dubuque yard office. Mr. Raymond Herron has succeeded Miss Hanger.

Mr. H. A. Clancy has been appointed yardmaster in the Dubuque yards, Mr. B. E. Gober, former yardmaster, having resigned.

Mr. L. Kupferschmidt D. V. accountant, is in Chicago working on special work.

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Executive Office Mgr., Kans..	5,000 "
Traveling Auditor, Ohio.....	2,400 "
Bkpr., auto co.; South Side.....	1,800 "
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Ledger Clk., auto co.....	1,500 "
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Stenographer, ins. co.....	1,800 "
Typist, oil co.....	980 "
File Clerk, ins. co.....	1,000 "

No Registration Fee.

FEMALE

Bkpr., South Side.....	\$35 wk.
Office Clerk, small office.....	25 "
File Clerk, loop.....	20 "
Cashier, real estate.....	25 "
Ledger Clerk.....	22 "
Beginner Clerk.....	18 "
Stenographer, small office.....	30 "
Secretary, loop.....	35 "
Beginner Stenographer.....	20 "
Comptometer Opr., loop co.....	25 "
Dictaphone Opr., oil co.....	30 "
Typist, 1 girl office.....	20 "

No Advance Charge.

A NATIONAL ORGANIZATION—ESTABLISHED 1910

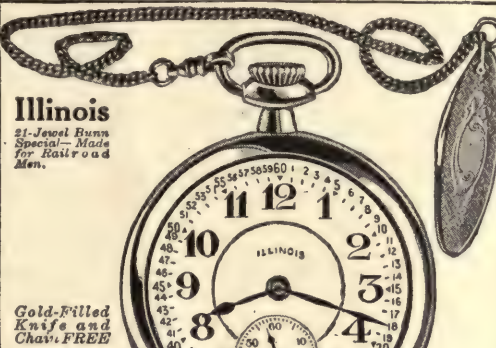
Please mention this magazine when writing to advertisers.

The division office force enjoyed their annual picnic at Union Park, Saturday, June 26th. Everyone had an enjoyable time and are looking forward to the next one.

LOUISIANA DIVISION.

All are happy. Our big trainmaster, Mr. Ed. McLaurine, has returned after being away a month switching in Chicago.

Misses Dougall and Bridges enjoyed a trip to the Crescent City recently.



Illinois
21-Jewel Bunn Special—Made for Railroad Men.

Gold-Filled Knife and Chain FREE
Choice of Dickens, Waldemar (shown in 'cut') or Vest Chains.
Free now in addition to our special offer.

Guaranteed to Pass Inspection on All Roads.

No Money Down

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year, gold-filled case. Guaranteed to pass inspection on any railroad.

After Trial a Few Cents a Day

Watch comes express prepaid to your home. Examine it first. Only if pleased send \$1 as first payment. Wear the watch. If after ten days you decide to return it, we refund deposit immediately. If you buy, send only \$6.50 a month until \$55 is paid.

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Just send us your name and address. No red tape. State chain you wish. Offer limited. Don't delay. Write today to Dept. 66P.

Our 128-page catalog shows more than 2,000 bargains in Diamonds, Watches and Jewels. Write for it NOW.

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A New Home Method That Anyone Can Use Without Discomfort or Loss of Time.

We have a new method that controls Asthma, and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as Hay Fever or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with asthma, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all forms of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our expense, that this new method is designed to end all difficult breathing, all wheezing, and all those terrible paroxysms at once.

This free offer is too important to neglect a single day. Write now and begin the method at once. Send no money. Simply mail coupon below. Do it Today.

FREE TRIAL COUPON

FRONTIER ASTHMA CO., Room 10K,
Niagara and Hudson Streets, Buffalo, N. Y.

Send free trial of your method to:

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Work Shoes \$2.48
Send No Money

And Dress Shoes at \$4.89

A Blow at Profiteering



You know that shoes are going up every day, also you know that when you buy thousands of pairs of shoes at one time the prices are considerably lower.

The dress shoe we are offering at **\$4.89**, just think of it, **\$4.89** for a dress shoe. This in itself is the greatest bargain of the season, but in addition with every pair of dress shoes sold we will sell a pair of these work shoes for **\$2.48**. A price that sounds like the days before the war. Imagine for a total expenditure of **\$7.37** actually less than the value of the dress shoes you will have two pairs of shoes.



Send No Money, Just Send Your Order

and pay your postman \$7.37 and postage when the package arrives. You take no risk as the shoes will be sent to you under our iron clad guarantee of money back including postage if you are not fully satisfied.

We Positively Cannot Sell Either Pair of Shoes Separately

When ordering be sure to mention the size required on each pair of shoes.

WOLPER'S, CHICAGO

Dept. 61 1201-1209 West Van Buren St.

Somebody done gone and poisoned "Peggy." No wonder the chief clerk to the roadmaster has been sick for two days. Airdales are rare beings in this town.

Miss Frances Otken spent a day in Memphis—shopping.

Our JUDGE, Mr. Fant, has been on the sick list, but is able to be with us again.

Have you noticed how important the chief tonnage clerk's desk is? Private Secretary Dodds should be reminded that this is leap year, and refrain from the frequent conferences he has been having of late.

Sorry to report that Miss Helen Ott is ill.

Messrs. George Little and Earl McGowen are enjoying their vacation at the present time.

Miss Walker, of the road department, left June 16, to spend her ten days with her mother at McCalls, Miss.

Have you read about the buzzes?

Yes, the frequent buzzes, too,
That come when we are dreaming
Of vacation times anew.

First the Supt. calls Chief McGuire,

Bright and early in the morn,
To find out just how everything
Has been getting along.

Then comes that jolly two-buzz,

And we see Private Dodds fly,
Only gone a minute
When he again calls Chief McGuire.

After several conferences, we hear a long
distance one

And glancing up, we see T. M. Pittman
on the run.

Sometimes he makes it, then again he don't.

Ask him why, when you see him
Maybe he'll tell you, maybe he won't.

But we'll excuse his bashfulness and turn
to Johnnye Schwartz,

There's a man that's always on time with
whatever the Supt. wants.

The Statistician too has several calls a day,

SEX KNOWLEDGE

- For young men and women.
- For young husbands and wives.
- For fathers and mothers.
- That parents should impart to their children.

Science of Life

By J. L. Robertson, M. D.

A book which will answer questions you would like and ought to know, but will not ask. Mailed postpaid in plain wrapper, \$1.00.

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View in Ideal Park, Endicott, N. Y. Every known form of outdoor attraction for young and old is to be found here. EVERYTHING FREE * * * EVERYBODY WELCOME * * * EVERYWHERE.

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N. Y.**

*Shoes for Workers and
Their Boys and Girls*

**JOHNSON CITY,
N. Y.**

Please mention this magazine when writing to advertisers.

But Della Mae is there, you bet and has plenty to say.

All in all these buzzes that interrupt our dreams

Are constant reminders of what we should seem (?)

Perhaps we'll see the time someday when buzzes are no more

And then we'll end that constant chase to Rooms three and four.

The car record clerks are happy as there are now two young men on their desk.

A parcel post package, weighing about 2 ounces, came to the office today and on inquiring what same contained, we were informed "material for Georgetta Ott's dress." To those on the system who have visited the superintendent's office of Louisiana Division, I wish to ask a question. What kind of a dress will material weighing 2 ounces make for Miss Ott? She weighs 165 lbs., is it not?

Don't Endure PILES



Write me and I will send you on trial a Full Treatment of my mild, soothing, guaranteed remedy for all forms of Piles which has proven a blessing to thousands who are now free from this cruel, torturous disease. Send me a post card today for Full Treatment. If results are satisfactory costs you \$2.00. If not, costs nothing.

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Is Your Blood Starving For Want of Iron?

Iron is Red-Blood Food—Nuxated Iron Helps Put Roses Into the Cheeks of Women and Gives Strength and Energy to Men

If you were to go without eating until you become weak, thin and emaciated, you could not do a more serious harm to yourself than when you let your blood literally starve for want of iron—iron that gives it strength and power to change food into living tissue, muscle and brain. Without plenty of iron in the blood, no matter how much or what you eat, your food simply passes through you without doing you any good—you don't get the strength out of it and instead of being filled with youthful strength and energy you are weak, nervous and all run-down. If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary Nuxated Iron three times per day after meals for two weeks, then test your strength again and see how much you have gained. Numbers of nervous, run-down people who were ailing all the while have most astonishingly increased their strength and endurance simply by taking iron in the proper form. But don't take the old kinds of iron simply to save a few cents. You must take iron in a form that can be easily absorbed and assimilated like Nuxated Iron if you want it to do you any good, otherwise it may prove worse than useless. You can procure Nuxated Iron from your druggist on an absolute guarantee of satisfaction or your money will be refunded.

RAILROAD POLICIES FOR RAILROAD MEN

Continental Service

JOHN W. CHAPMAN, of Waterloo, Iowa, a truck builder employed by the Illinois Central R. R., took out a CENTURY policy with THAD VAIL. The policy provided \$1,000 principal sum, one-half for loss of one eye. Mr. Chapman lost the sight of his left eye by accident and received \$500 plus accumulations which are added to the face of the policy without cost when renewed each year. Mr. Chapman will tell you how much he appreciates CONTINENTAL Service.

A Well Known Continental Representative Whom You Have Seen and Know



THAD VAIL

One of the many accredited and reliable representatives of "The Railroad Man's Company" on the ILLINOIS CENTRAL System. If you live in Iowa he will see you soon about your protection.

Accident and Health Insurance

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Continental Casualty Co.
910 Michigan Ave.,
Chicago, Ill.

I am employed by the ILLINOIS CENTRAL RAILROAD. Please send me information in regard to your accident and health insurance such as was carried by John Chapman of Waterloo, Iowa, and by hundreds of my fellow employees.

Age..... Occupation.....

Division

Name

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South Mississippi Lands

Improved Farms, Cut-
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and Home Sites.

Near the shores of the
Gulf of Mexico and also
in the interior of South
Mississippi.

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Overalls
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Full Cut, Roomy Union-made Railroad Overalls and Jumpers.
Every garment guaranteed to give absolute satisfaction or purchase
price cheerfully refunded.

Our Auto Mechanic Khaki Union Suit is unexcelled in Material,
Design and Workmanship.

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ILLINOIS CENTRAL 'MAGAZINE



AUG.



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Baton Rouge Gas Co.	Kean Bros.
Baton Rouge Lumber Co.	Kahn-Krauss
Baton Rouge Motor Co.	Levy L. Grocer Co.
Baton Rouge Produce Co.	Lindsay, A.
Baton Rouge Transportation Co.	Louisiana Art. Ice & C. S. Co.
Baton Rouge Water Co.	Louisiana National Bank
Becker Furniture Co.	Louisiana Specialty Co.
Burgin Bros.	Marks Bradley Co.
Calmes & Hague	Mayer Furniture Co.
Capital City Auto Co.	McNeel Stationery Co.
Causey I. M.	"Reymonds"
Cohn Flour & Feed Co.	Ronaldson & Puckett Co.
Connell W. P.	Rosenfield Dry Goods Co.
Crawford-Jenkins Booth Motor Co.	Standard Box Co.
Dahlberg Brokerage Co.	Standard Motor Co.
Darling Lumber Co.	Steinberg Hide & Fur Co.
Doherty Hardware Co.	Saison, A. M. Auto Co.
Doherty-Walsh Roller Co.	Somers, Inc.
Everett Geo. C.	Strauss, Hy.
Farrnbacher Dry Goods Co.	Tobias-Gass Co.
Fearson E. A.	Welsh & Levy.
Fuqua Hardware Co.	Womack, Geo. W., Motor Co.

JNO. B. RUCKER,
Secretary and Traffic Manager.

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November, 1906, transferred as Secretary to General Superintendent, Y. & M. V. R. R., at Memphis.

January, 1909, promoted to Assistant Chief Clerk to Superintendent, Y. & M. V. R. R., at Memphis.

June, 1910, promoted to Chief Clerk to Superintendent, Y. & M. V. R. R., at Memphis.

April, 1918, furloughed to United States Railroad Administration and assigned to office of Regional Director, Southern Region, at Atlanta, Ga., as operating clerk.

July, 1918, promoted to Office Manager, Office of Regional Director, Allegheny Region, at Philadelphia, Pa.

April 11, 1920, promoted to Office Manager, office of Vice President and General Manager, Illinois Central and Y. & M. V. R. R. at Chicago.

ILLINOIS CENTRAL

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Public Opinion

FREIGHT RATES AND PRICES

Just when many thoughtful observers are seeing the end of the long period of rising prices, J. E. Weatherly, described in a Washington dispatches has an "economic expert" in the justice department, is quoted as predicting an increase of \$9,600,000,000 in the nation's cost of living expenses for the year beginning with September. This prediction would be discouraging but for a doubt that arises regarding Mr. Weatherly's conclusions, after due consideration of the basis on which the prediction is made. His reason for the forecast is that the interstate commerce commission will be forced to increase freight rates approximately \$2,000,000,000 as a result of the request of the railroad managers, coupled with what will be needed to meet wage increases to workers. These increased freight rates he expects to be reflected in living costs and magnified about 4.8. "There seems to be no getting around the fact," he says, "that a freight rate increase means a tremendous boost in the prices of every commodity produced in the United States." But is this true?

A freight rate increase does not necessarily mean anything of the kind. It is entirely possible that it will have exactly the opposite effect and bring a general lowering of prices. It certainly should have the effect if the result of the increase is to bring about better equipment of the railroads, greater contentment on the part of the workers and a corresponding efficiency in the transportation service of the country. For months we have been hearing about the broken down condition of the transportation service and the resulting disturbance of the country's industry, making it impossible to do business in a normal way. The railways have not been properly maintained, and new equipment has not been provided with sufficient rapidity to keep pace with the needs created by deterioration and new demands. This has been explained as due to lack of sufficient current revenue and the lack of borrowing power under existing

financial conditions. To the difficulties of scant and imperfect equipment have been added those caused by dissatisfaction of railway employes and their tendency to leave the service or engage in strikes.

The fallacy in Mr. Weatherly's reasoning about the cost of living lies in his failure to take into consideration the heavy cost to the country at present of this inefficiency in transportation. Imperfections and delays in service may be far more costly than the prompt and regular delivery of goods at rates sufficient to provide proper equipment and satisfying wages. A single but striking illustration of how a crippled transportation service affects other costs is in the case of coal with its mounting prices due to the scarcity of coal cars and the interruption of mining. The whole productive power of the country is threatened by this difficulty in regard to coal. Many activities such as in building and other lines are halted because of the same scarcity of railroad equipment. An artificial scarcity of many things is the result. In this matter of the cost of transportation, as with everything else, quality must be considered, and service at higher rates may be cheap at the price if it brings greater efficiency.—*Indianapolis, Ind., News.*

THE PROBLEM

The railroad problem does not stand by itself. It is a part of the entire industrial problem of the country and is tied up, with it in every detail. Hence it cannot be solved by itself.

For example, any disturbance affecting any industry reacts upon railroad transportation. It may keep cars empty and idle that should be full and running. Then upon the abatement of such a disturbance the demand for products delayed by it becomes abnormally strong for the time being. There is, so to speak, a "rush hour" demand, creating a temporary need for more than a normal supply of cars. Although the current supply of cars would handle things in their normal course there seems to be a shortage.

Besides the outlaw strike of switchmen in April, this year has seen an unusual number of sporadic strikes, and each has added to the difficulties of meeting transportation needs.

The coal strike of last fall had long extended effects. All production in which iron and steel enter was complicated by the steel strike.

Building has been hampered by numerous local strikes of craftsmen and the long-shoremen's strikes have rendered it difficult to get many materials.

Traffic for export has been complicated by maritime strikes, both longshoremen and tugmen. Teamsters' and truckmen's strikes have added to these difficulties. Capital has faced uncertainties and particularly has been unable to make stable contracts at known prices. Commodities have neither been produced nor transported with the foreseeable and dependable regularity of normal times, and this has interfered with the normal flow of commodities.

The war directed capital to war uses. Demand for peace-time products had temporarily to go unfinished. With the return of peace that demand expressed itself in another "rush hour," so that capital has been in demand as never before, just at the time when the need for extensions, equipment and increase of facilities reached a "peak."

The exigencies of the war period has resulted—unavoidable, it is true—in deterioration of equipment and facilities which takes time to overcome.—*Indianapolis, Ind., News.*

FIXING RAILROAD RESPONSIBILITY

If individual experience of loss and inconvenience due to the present breakdown of railroad transportation throughout the United States has not convinced the public that speedy rehabilitation is necessary, the warning from Pittsburgh that 2,500,000 working people in that district are threatened with immediate idleness should do so.

If any doubt remains in the public mind that the predatory methods and powers of the railroads are a thing of the past, and that the government alone, through the interstate commerce commission, is responsible for the present situation and future conditions, the voluntary appointment of nine leading railway executives to cooperate with the commission should remove such doubt.

Although the railroads have returned to private ownership and operation, they remain under government control. The government, aided by war conditions and popular, if misguided, opinion, put the railroads where they are today. The government has the power to keep them in their present state of dangerous inefficiency or to restore them to normal. It is a matter which touches every resident of the country, and should be understood by every resident. The interstate commerce commission is a going machine, backed by law

and provided with powers necessary to restore transportation to normal.

Such restoration is one essential to reduction of living costs, as it is an essential to the functioning of all industry, urban or rural, and to the prosperity and strength of the nation. Without efficient railroads we cannot exist. Because of inefficient transport last year's wheat crop is still not entirely marketed. That means loss to the farmers and higher prices to the consumers. For the same reason factories are closed or slowed down by inability to get coal. That means loss to the employers and employees and higher prices to consumers. The same situation applies to the building industry.

We must have better transportation. The interstate commerce commission can provide it by providing adequate financial returns. High rates and good service will far outweigh in national and individual benefit low rates and the present bad service.

Here is a matter in which government has control. The railroad executives are eager to cooperate. If government is not to admit its own inefficiency we will get results, and get them speedily. It is reported that the new rates will be announced by August 1, effective Sept. 1. They may or may not be sufficient to cover increased labor costs, the announcement of which is promised for July 20. If they do not cover labor costs there should be an immediate addition for that purpose. The essential thing is to put the railroads on a financial basis which will restore efficiency.

The public should make up its mind to welcome higher railroad rates. Only so can we hope for lower prices and normal industry. *Chicago, Ill., Tribune.*

UNSCRAMBLING THE FREIGHT

A genuine effort is to be made by the railroads to unscramble the freight that lies in the various terminals and on sidetracks all over the country as a result of more being offered the roads than they have the ability to handle. This paralysis of capacity is partly a result of the strike of yardmen here and there, with occasional obstructive action by others, and is partly due to the fact that the roads do not possess sufficient equipment to handle the normal transportation of the country. It is a situation which calls for as full sinking of the individuality of roads as is possible and a union of effort to keep freight moving and terminals open. An advisory committee of nine executives has been created, which will seek to solve problems and expedite the dispatch of freight, working in harmony with the Interstate Commerce Commission.

This action reveals the necessity for much more equipment and a considerable change in the routing of much of the freight, for the purpose of relieving congested lines by using more freely those which are not congested.

Much new equipment will be given the roads as fast as it can be made, as a result of the allotment of large sums for that purpose from the federal fund, but the requirements are far in excess of the amount to be provided in that way. No matter how much capital might be available it is not within the capacity of locomotive and car works to supply all the needed equipment within an indefinite period of years. Therefore complete relief from that source is not in sight. This makes all the more necessary such operation of the lines as would result in the largest possible movement of freight. Practical railroad men, such as have been selected for this advisory committee, can accomplish much in that direction if the spirit of co-operation actuates them and each individual line does not seek to handle all it can get hold of regardless of its ability to do so promptly, while other lines might give it more speedy dispatch. The government failed in its effort to operate the railroads as a single system, but the nearer the executives can come to that principle the greater service the roads will be able to render.—*St. Louis, Mo., Globe Democrat.*

THE CAR SHORTAGE PERIL

Lack of railroad equipment has become a serious matter, combined with interruption of traffic by strikes and the practical difficulty in utilizing to the best advantage the rolling stock belonging to the different railroads. Attention has been centered on the transportation of coal, whose shortage threatens the closing down of industries in various localities, but the most serious condition exists in the iron and steel industry. That is the most nearly basic of all our industries. Upon it others depend for raw material. Construction work of all kinds relies upon it almost entirely. No building work can progress without necessary iron and steel. The situation is not one of inability to operate furnaces and mills because of shortage of fuel or raw material, for both are obtainable. Steel mills are located near coal mines and ores are largely transported by water. The trouble lies in a shortage of cars to carry away the product of the mills. Yards are piled full of completed material which cannot be shipped. The mills may be forced to close down because of this inability to send their products to market.

The United States needs a great quantity of railroad equipment, especially rolling stock. This fact has been known for several years. It was known at the time the government was operating the roads and permitting them to get farther and farther behind in the relation of their equipment to the business they should transact. An allowance has been made from the federal fund provided by the railroad act for such construction, but it is both inadequate in the total it will provide and in the time within which the new equipment will

be available. There exists a crisis which only special effort can terminate. This effort must take the double direction of immediate car relief to the steel mills, as it did a short time ago of special relief to the coal mines, and provision for much more rapid construction of locomotives and cars than will be possible under normal conditions. Paralysis of the railroads from any cause, even partial, is a national calamity, to avert which extraordinary measures are necessary and justified.—*St. Louis, Mo., Globe Democrat.*

RAILROAD RATES AND WAGES

The railroad labor board is to render its wage award on or before July 20. The interstate commerce commission is reported ready to fix new railroad freight and perhaps passenger rates on August 1.

The dovetailing of these two dates is obvious. The interstate commerce commission, now at work on the case, presumably is examining all data to find out just what increases can be granted with the least upset to business, and how much additional revenue each addition to the rates is likely to produce. Then, with this data well in hand, ten days is a sufficient time to figure out the effect of the labor board's wage award, and apportion the burden properly.

That there will be an increase of railroad rates may be taken for granted. The public knows well that the railroads can not go along under present conditions. They are paying double and sometimes more than double wages, measured by the standards prevailing six years ago. They are paying even greater advances for material than for labor. They are borrowing money at 7 and 8 per cent, instead of at 4½ and 5. Inevitably, they must get a decided addition to their revenues, or go bankrupt.

The public understands this thoroughly, and is ready to "pay the freight," provided the payments are justly apportioned and are not padded to cover inefficiency, extravagance, or capitalized hopes. High rates are better than wrecked service, and that is the choice which the country faces.—*Chicago, Ill., Journal.*

FREIGHT CAR USERS!

To break the freight blockade, and break it quickly, the railroads and the Interstate Commerce Commission must have the co-operation of every shipper and consignee.

Shippers must speed up the loading of cars. Consignees must speed up the unloading of cars.

With hundreds of thousands of freight cars on the railroad systems, it seems like a small matter when one lone car is tied up on a siding a day or so, waiting to be loaded or unloaded.

But this spirit, prevailing among thousands of freight-car users, has an overwhelming combined effect. It is cumulative, like straw

piled onto a camel until each straw has joint responsibility for breaking the camel's back.

Every hour of needless delay in loading or unloading creates car shortage.

Railroad congestion is holding back the nation's prosperity. It is only a step from railroad congestion to railroad paralysis. And railroad paralysis is business paralysis.

Every shipper, every consignee, should speed up his loading and unloading as if the breaking of the freight blockade depended on each individual car.

Here is the chance for you shipping clerks to do something patriotic for your country, something to help stop another boost in cost of living to all Americans, including yourself.

Speed your loading.

Double-speed your unloading.—*Madison, Wis., State Journal.*

SAVE \$740,000,000

United States railroads own 2,500,000 freight cars.

Few new ones were built during the war. Before that, average construction was 150,000 a year, 100,000 to replace worn-out equipment and 50,000 to carry expanding commerce.

Rail executives say they must have 100,000 new cars. They really need at least twice that many, costing \$740,000,000.

Freight cars travel, on the average, 25 miles a day. In congested times, like now, it's only 20 miles. Speed them all ONE mile a day and it releases 100,000 cars.

Freight cars carry only 70 per cent loads. Raise that to 75 per cent and release 120,000 more cars.

Freight cars stand idle, waiting to be loaded or unloaded, more than eight hours every day. Cut that waste time to seven hours and release 140,000 more cars.

Total in added, available equipment, 350,000 cars—nearly twice the number needed—without a penny cost.

Shippers and rail employees, working together, can do this, and save \$740,000,000. More important, they thus can save the labor and materials this money represents—vitaly needed right now in 99 other ways.—*Madison, Wis., State Journal.*

Handling Freight Costs More

Wilmington (N. C.) *Dispatch*

With the cost of everything mounting, it is not reasonable that freight can be handled as cheaply as in pre-war times.

The public has learned something about the cost of operating railroads, and would know much more, if the true figures of the cost to the people under government direction, could be had—for, no matter how little is known, or from what source the expense came, it is there, and the people have paid it. They have paid it when they took a drink at a soda fountain, when they went to the movie and paid the war tax; when

they bought something at a drug store, or made any purchase on which there was a war tax.

One lesson we have learned through government operation of the rail lines, is that they are indispensable, and it is as highly important that they be kept at a high state of efficiency, as it is that we shall have increased farm production, and continued industrial activity.

Mobile (Ala.) *Register*

It looks to be a case of "must," however, for as the bill of expenses shows no sign of decreasing, more money will have to be provided; and that means, the people will have to pay. The trains must run. The people cannot do without the service of the railroads.

Chicago (Ill.) *Tribune*

It ought to be evident even from the viewpoint of organized labor and the organized shipping interests that neither will prosper unless capital can be obtained by the roads, and that capital will not be obtained if it cannot be assured a fair return and assurance against confiscation. We have been puddling over percentages and possible surplus earnings, but what the country needs and what shippers and labor need is a prompt restoration of railroad credit and ample resources of capital so that the plant can be saved from ruin and put into the highest state of efficiency. Shippers' policy toward the roads has been stupidly shortsighted, for the first consideration for successful commerce is efficient service. A freight rate that is too low for the railroad is too low for the shipper.

There is no place in which it would pay us so well to adopt a broad gauge policy as in the field of railroad reconstruction. But if our intelligence is that of the mule car, it will give corresponding results.

Chicago (Ill.) *Journal*

Railroad revenues as they stand are wholly inadequate to meet the new schedule of charges against them. To put this burden, largely of government origin, on the shoulders of private owners without making proper provision for relief would be shocking injustice to every holder of railroad securities and would invite nation-wide disaster.

Can't Desert Them Now

Muncie (Ind.) *Press*

The government cannot now desert the railroads. Many still believe it never should have taken them over and should have allowed them to operate under the management of men skilled in such matters, but it is too late to remedy that condition now. However, they must not be weaned too suddenly from the public teat. They cannot just be dumped overboard by the govern-

ment and told to swim if they can and drown if they can't.

Shortsighted Policy

Muncie (Ind.) *Star*

Those who oppose the proposals for increased rates are shortsighted. It is generally conceded that there must be provision made for more railway revenue and for assured profits. The railway companies can not hope to serve the public as it should be served unless they are permitted to develop with other industries. They must raise large sums for replacements and for expansion, and that can not be had unless investors see hope of satisfactory return, not only now, but in the future.

Indianapolis (Ind.) *Star*

It is conceded on all sides that there must be more railway income and that it is to come out of the people. The logical method of procedure, then, is to assess it upon those who use the roads and to make the returns to the railways commensurate with what the service is worth and costs. The public may depend upon getting better and more economical management from private management than from a political system backed by the federal treasury.

Back on a Business Basis

Moline (Ill.) *Dispatch*

The railroads have been put into a money-losing condition. After they are turned over to private owners, it is going to be necessary to raise rates in order to get the roads back on a business basis. Already there are signs that such an increase of rates will be laid by the administration not to government control but to private ownership. Every citizen with half a business head on him will understand that the higher rates are being paid right now, not altogether by the shippers and the users of the railroads, for all the taxpayers are being called on to help these people out.

If there must under private ownership and management be a direct increase of rates it will be instead of the absorption of losses by the taxpayers.

Rates Must Follow Trend of Prices

Peoria (Ill.) *Transcript*

In the end, someone must pay the fiddler. Shouting will not cut prices or operate trains. The lesson of the deficit is that the railroads must be taken out of politics, and that rates must follow the trend of prices, upward or downward.

St. Louis (Mo.) *Globe-Democrat*

The country wants the railroad question settled in the way that will most surely guarantee the maintenance of an adequate transportation system, and its development in accordance with public needs, but it insists, and must insist, that whatever is to be done be done quickly. This is not a

matter that can be indefinitely postponed while argument goes on and on to no conclusion. The settlement is vital to national welfare, and every day and hour of delay is disastrous to the public interest and a hindrance to public progress.

Must Get on Their Feet

Oshkosh (Wis.) *Northwestern*

The pressing necessity is to straighten out the so-called railroad tangle as soon as possible, in a way to permit the transportation companies again to get on their feet and meet the needs of public service. Not only has new construction been at a comparative standstill, but equipment has sadly deteriorated and the service rendered has been a source of constant complaint and criticism.

And this condition will continue to grow worse until a wise and liberal policy toward the transportation companies is adopted and becomes effective, giving the roads a chance to get their share of general prosperity and thus encouraging them to resume new construction and put their equipment in shape to handle the rapidly increasing volume of traffic.

Cincinnati (O.) *Times-Star*

For a number of years the railroads have been the Cinderella of American politics. They have been kicked around; demagogues have delighted to seek political profit at their expense. Even politicians who are sane enough on other points were unable for a long time to see why the railroads should not constantly pay increased wages and increased prices for materials, while charging the old rates for hauling passengers and freight.

It was a pretty game, while it lasted. But the time has come when the country, for its own sake, will have to give the railroads something like fair play.

Failure to Pay Essentially Bolshevism

St. Joseph (Mo.) *Press*

The commission should not be permitted to continue the policy of starving out the roads which it pursued before the war, a policy that brought the railroads down to a point of decay and dilapidation, and which created great industrial disturbance.

Failure to provide such a fair return is essentially Bolshevism. When the public uses a railroad, and is unwilling to pay a fair return for its use, it is essentially the same as taking possession of a man's house and then not being willing to pay rent for it.

Railroad securities may never pay the big dividends they used to, but those they pay should be more secure. When investors begin again to have confidence in railroad stocks, it will be possible for the roads to develop their facilities and provide the transportation equipment that the country needs so badly.

New Rockford (N. D.) Transcript

There is no money for investment in railway shares. No railway corporation dreams of an issue of stock. No holder of this class of obligation deludes himself with a present hope of getting his money back. The owner of the dollar looking for the chance of earning its way sees nothing in the railway outlook to tempt him.

The transportation situation never will be right, as being normal, until we have such a demonstration of that kind of statesmanship, expressed in terms of practical commonsense, as will make the shares of the properly financed and efficiently administered railway a safe and remunerative investment for the savings of the multitude.

Must Pay the Bill

Helena (Mont.) *Record-Herald*

Mr. Howard Elliott worries for fear the public, through government, will not allow the rates to be sufficiently increased and that the shareholders will be bankrupted. It is plain the government should look into the equities of the costs, wages, materials, management, and so forth. We must have railway transportation, so we must pay the bill. But the bill should be right, and of all the duties of supreme importance to America that now rest upon the government that of giving us a just and economic and efficient railway system is foremost.

One of the Prime Needs

Pueblo (Colo.) *Chief*

It would be folly of the worst sort to permit the railroads to become more inefficient, or even to continue as they now are. The rehabilitation of the railroads ought to have been one of the main points of a careful program of reconstruction, put into operation immediately after the signing of the armistice. Now it is one of the prime needs of the nation, and as it cannot be accomplished without the aid of the national government that aid should be given promptly, along reasonable lines, to an amount necessary to accomplish the purpose required.

Santa Fe (N. M.) *New Mexican*

If business is to have a fair chance the roads must have a chance. They should be started right. They must have credit with which to work rehabilitation. They should have rates that will produce healthy efficiency. Under increasing regulation there is small chance of profiteering in rates. As go the roads so goes prosperity.

The Best Hope

Portland (Ore.) *Oregonian*

The best hope of new railroads, in which Oregon is vitally interested, is the initiative and foresight of the men who developed the system to its present great, though now inadequate proportions. Given assurance of reasonable income to be derived from living rates by economical, efficient management.

they would attract capital for improvement of existing lines, for construction of new lines and for purchase of cars and engines. Railroad men, with the stimulus of private enterprise, would build roads where traffic was in sight, not where the most votes in Congress could be mustered.

Rates and Living Costs

Salt Lake (Utah) *News*

The fact is proved beyond all controversy that freight rates are so low compared with the value of most commodities that they exert very little influence upon their legitimate prices. Any examination and analysis of railroad figures will prove the correctness of this statement. The trouble is that for ever so slight an advance in rates, the shipper or dealer feels warranted in adding a large increase to the price of the goods, and then laying the blame on the railroads. For example, during the years 1914 to 1918 the Bureau of Labor Statistics shows that the wholesale prices of commodities in the United States was 30 times as great in proportion as the increase in the average freight rate, the latter being 3 per cent and the former 91 per cent! This demonstrates that in those four years the almost negligible increase in rates had almost no effect upon the average cost of living; and the same thing that was shown for 1914-18 would naturally be shown again in 1920-22. Yet in defiance of all established facts and figures, there are those who persist in the argument that any advance in rates will result in an addition to the cost of living five times as great as the advance in rates—a terrifying statement which is easy to make and apparently easy to induce credulous folk to believe, but absolutely impossible to prove by any argument based on operating figures or human experience.

Public Protected

Davenport (Ia.) *Times*

Returning the railways to their owners means wide distribution of control. The public would be protected by whatever regulation may be found necessary from time to time.

It will be much easier to deal with a number of separate railway managements than to deal with one economic-political combination in control of all the railways such as would have the transportation of the country in its grip under the Plumb plan.

Increased Rates or Tax-Paid Deficits

Des Moines (Ia.) *Register*

It is quite likely that if the roads remain under federal control rate increases will be necessary—either rate increases or deficit increases, paid out of taxation, which amounts to the same thing except as to the incidence of the burden.

The public might as well make up its mind to this, that when the railroads go

back into private hands post-war conditions will still be post-war conditions, 50-cent dollars will still be 50-cent dollars, and the problems of a really satisfactory national transportation system will remain to be solved.

Topeka (Kans.) *Capital*

If railroads run down all business suffers in consequence. Yet Mr. Hines states that had the railroads received rates 20 per cent higher in the last year they would have made an excellent return, more than paying the governmental rental. Such a rate would have made the total, on the average, for freight and passenger, weighted according to the relative importance of the two services, 60 $\frac{2}{3}$ per cent higher than in 1914. Compared with most articles and services an advance in price in the last six years of 60 per cent is relatively low. The actual railroad rate advance has averaged 33.8 per cent. This is less than the rise in price of probably any other commodity or service in the market.

Give R. R. Securities Value

Minneapolis (Minn.) *Journal*

To take care of the swelling public business railroads will require money by the ton, and we all shall be inconvenienced, our business hampered, possibly even a depression of years invited, unless money be forthcoming for new terminals, new tracks, new freight cars, more coal cars, new locomotives.

Government might find the money? Perhaps. But government cannot manufacture money, not this side the Rhine. Government has to raise money, and this comes out of producers' pockets. Were government disposed and authorized to do so, government would do it most expensively and to distress of taxpayers, so that government might bring about just what it is wished to avoid, depression leading to disaster.

What is required is a market for railroad securities. This can be secured only by making railroad securities a paying and a secure investment.

Some of the Things Being Done by the Illinois Central to Aid in Farm Development

Located in the heart of the incomparable Mississippi Valley, the Illinois Central has always been deeply interested in helping the farmers, and at the present time it is doing everything within its power, with the facilities at hand, to help them. It is true the Illinois Central is not able to furnish all the cars requested for grain loading on its lines at the present time, neither is it able to furnish all the cars requested for shipping agricultural machinery from the manufacturing centers to the farms, but it is striving to do its level best under the unfavorable circumstances which exist.

Owning outright about 70,000 cars, the Illinois Central has only been able to retain upon its own lines from 75 to 80 per cent of its ownership of cars. If it could retain its full ownership of cars on its own rails, the Illinois Central would not be making any apologies for shortage of transportation, but it is not worth while to dwell upon the question of the shortage of transportation, because it is well known that

there is a shortage and that it will take time to remedy this situation.

On that portion of the Illinois Central located in the states of Iowa, Illinois and Indiana, there is not much that can be done by the Railroad Company for the farmers. The farming industry in those states is very nearly 100 per cent. The farms are highly improved and the farmers are more prosperous than they ever were before. All they require from the Railroad Company is 100 per cent of transportation, but there are other portions of the Illinois Central where the farms are not so highly developed, where lands are still comparatively cheap, such as Mississippi, Alabama and Louisiana.

In those states the Illinois Central has in recent years taken a leading part in trying to improve the breed of live stock. It has tried to show the farmers along its lines in the South how the farms are handled on other portions of its lines where the farming industry is more advanced. "But," the question naturally suggests itself,

"what are some of the concrete examples?" One is that the Illinois Central purchased one hundred pure-bred bulls, fifty of which were given away as prizes to the boys and girls belonging to Baby Beef and Dairy Clubs along the Illinois Central in the states of Tennessee and Mississippi. The Company retained the ownership of fifty of the pure-bred bulls and placed them in communities in Tennessee and Mississippi for breeding purposes, free of charge to the farmers. All that the Illinois Central required was that a community provide care and feed for the animal loaned. The company still has thirty-five of these pure-bred bulls, and they are being loaned to the farming communities on the same terms. This has been the means of greatly improving the herds in the Illinois Central territory. Once started, the movement grew rapidly and spread in all directions.

At one time it was thought by many that the best grade of cattle could not be raised in the state of Mississippi. That idea has been entirely exploded, because during the past few years cattle bred and reared in the state of Mississippi have taken first premium in the foremost live stock shows of the country.

The Illinois Central has also been very active in promoting the dairy industry by establishing up-to-date creameries. It advertised that it would furnish a butter maker for one year at its own expense at any point on its line where the farmers and business men would establish a creamery. Thus something like nineteen creameries were established along the lines of the Illinois Central in the South, and at this time all of these creameries are in a flourishing condition, furnishing a market for the surplus milk and cream for thousands of farmers who had no such market prior to the Illinois Central's initiation of this movement. In this connection, it might be stated that the dairy products of Mississippi in 1919 amounted to \$2,400,000, while in 1912 the total dairy products of this

state amounted to but \$4,400.

Perhaps some of the good effects of this movement can better be explained by quoting here a letter from Mrs. J. M. Wells, of near Aberdeen, Miss., written to one of the Illinois Central's agricultural experts. The letter follows:

"Four years ago we began dairying. We had only five cows, but with this small number we realized what a fortune lay therein for the farmer, so as the checks began to come, we increased our herd, at the same time saving our heifers. Today we have 18 milking cows, quite a number dry, and have sold from \$200 to \$500 worth of cows and yearlings every year since the first year, and the cream alone more than runs the farm expenses, the separated milk keeps our hogs fat and our hens laying.

"But for the dairy we wouldn't have our home lit up by electricity; neither would I sit under an electric fan while I iron or sew on the machine run by electricity. We also have electric lights in the cow barn, so that we do not have to milk before night.

"We no more deliver our cream 10 miles in a buggy behind a mule, but in an automobile, while our neighbor, who runs no dairy, still rides behind tired horses, has no electricity in the home, sells only a yearling occasionally, to say nothing of the fertilizer, hog and chicken feed which he is deprived of. I must add that but for the Aberdeen creamery, we would be tempted to quit farm life."

Note another explanatory letter, this one from J. W. McLarty, a prominent business man and financier of Water Valley, Miss., dated May 6, 1920:

"Permit me to say that the Co-operative Creamery which the Illinois Central assisted us in establishing here at Water Valley is one of the most profitable investments, for the amount invested, both for the farmer and merchant, of any enterprise we have in our community.

"Let me tell you our experience with two young men (brothers) to

whom we had advanced money to buy land and furnish supplies to farm same. They had continued to buy and fall behind on their accounts and interest on land until their debts were dangerously near the value of their land. On January 1, 1919, I told these young men that something would have to be done and that their way of doing business would have to be changed. I talked over with them their financial condition and agreed that I would renew the mortgage on their land, the amount of which had grown to \$4,000, make notes of \$400 each, payable annually, with interest on the whole debt, \$240, and would also advance them \$300 to buy cows, with agreement that they sell the cream from these cows to our creamery and live during the year off the sale of the cream instead of going into debt for supplies.

"The result was that at the end of the year 1919, they paid the amount due on the land and interest as promised; also paid back the money advanced to buy the cows and had a neat sum left with which to buy their supplies for this year.

"This is a typical case of what can be done by a change from the old way of doing business, and I want to thank you and the Illinois Central Railroad Company for what you have done for our city and the surrounding community in assisting us in establishing the creamery."

The Illinois Central, at its own expense, employs a number of graduates from leading agricultural colleges. These gentlemen travel over the system and keep constantly in touch with the farmers, advising them concerning the best methods to pursue in agriculture and in dairying. They advise the dairy farmers how to feed their cows

in order to get the best results, how to equip their barns, how to arrange the sanitation of their barns, and how to care for the milk and cream. These experts are also fully informed on the raising of beef cattle and hogs and other animals, as well as on crop rotation and soil building. They know about the best crops to be grown in the various localities and the best method of cultivation, and their services are free to farmers in the Illinois Central territory.

The Illinois Central farm experts co-operate with the business men, bankers and farmers in arranging for the holding of meetings in various communities. At such meetings the Railroad Company furnishes the speakers and frequently furnishes moving picture reels illustrative of agricultural subjects. These meetings are sometimes held for the purpose of discussing one subject in particular, such, for instance, as the value of ground limestone and rock phosphate. Through the instrumentality of the Illinois Central, about 300,000 tons of ground limestone was spread upon the farms in Southern Illinois during the year 1919. This was accomplished by holding "limestone" meetings. Our farm experts are now holding many of these meetings.

Within the last few weeks, the Illinois Central has addressed a letter to every banker, newspaper, county farm adviser and home demonstration agent located along its lines in the states of Kentucky, Tennessee and Mississippi, tendering co-operation in developing the farming industry and particularly the dairy industry. It is the intention to increase these efforts until the farms in the Illinois Central territory of the South are brought up to the standard of the farms of Iowa, Indiana and Illinois.



Pungent Discussion of the Present Transportation Problem by the Traffic Manager of the Hyatt Roller Bearing Company

The railroad situation is of vital importance to the farm machinery industry. It affects manufacturer, dealer and farmer alike.

The following article by our traffic manager, Mr. E. A. McCarthy, deals with the problem from a practical rather than a political angle.

For a number of years Mr. McCarthy was contracting freight agent for the Chesapeake & Ohio lines. His "inside knowledge" of railroading coupled with his close contract with farm machinery manufacturers afford him a broad viewpoint.

He has endeavored to interpret the problem of transportation in terms of the farm machinery industry, pointing out the need of a better understanding between manufacturers, dealers and buyers.

The predicament of the railroads is briefly stated.

The necessity for co-operation on the part of everyone is emphasized.

Practical suggestions are offered for relieving existing conditions.

During the past winter I have seen office men of mediocre physique spend night after night in various railroad switching yards out in the snow and rain to make sure that their shipments were moved. I have seen these same men roll up their sleeves alongside freight handlers and help transfer stuff from one car to another. I have seen farm tractors do switching work day after day—switching that technically was the duty of the railroads. I have known manufacturers to send men across several states to get a trunk or a suit case full of parts to be used for completing machines—machines that were often sold at a loss.

One Michigan manufacturer, within the next few weeks, will begin operating a fleet of trucks between his factory and his sources of supply—in some instances a distance of over 700 miles!

In our own organization every man who has visited our factory during the past six months has been instructed to bring back as many bearings as he could carry as baggage.

During the express handlers' strike over half of our office force went down into the railroad yards and spent day after day—sometimes far into the night, unloading express cars containing our product in order to expedite deliveries to our customers.

It is hard for the public to realize just how many difficulties have beset the man-

ufacturer in making deliveries during the past two years. Never before have so many different obstacles had to be overcome.

Although on every hand we hear cries of greater production, I believe that a thorough analysis would convince anyone that it is more a question of transportation, for even with disturbed labor conditions the majority of delays in manufacturing can be traced directly or indirectly to delays in transporting material.

During the past three years transportation has been the "neck of the bottle." No one has been free from the effects. The manufacturer has been delayed in getting his material. He is dependent upon the steel mills and the parts makers and they in turn are dependent upon the mines and then again the mines are dependent on other manufacturers for mining equipment with which to operate.

The farmer is dependent on many phases of the manufacturing industry to supply his needs and absolutely everyone is directly dependent upon the farmer.

Thus we get an endless circle of dependencies and analyzing the situation from its various angles the wonder is that things are moving along as smoothly as they are.

Since 1915 the volume of freight handled in this country has increased 45 per cent. During the same period the increase in number of freight cars amounts to only 2 per cent.

This deficiency in freight car equipment is seen reflected in express service; when a shipper realizes the congested freight condition he routes more and more of his goods by express.

As a result of this condition express shipments have increased more rapidly than ever before. Few express cars have been built during the past three years. Today it is quite the practice to ship commodities by express that under normal conditions would have always gone by freight. This has been a substantial factor in increasing prices.

The railroads are the arteries through which the very life blood of the nation flows. These arteries are hardened, they no longer expand, the blood pressure is high. Goods can not be freely transported from one section of the country to another and as a result of this our whole industrial system is out of joint.

The only way to compensate for the deficiency is to speed the flow of products through the available channels. It is up to the traffic men—both with the railroads and

with private corporations to accomplish this. It is their duty to judiciously apportion material and transportation equipment—to protect both buyer and seller, to use every piece of equipment to the greatest possible advantage, to safeguard the public interests—always observing the basic economic rule, “the greatest good to the greatest number.”

It is a “man’s size job.” It is an unending job. Conditions are serious—if we give up to them they will immediately become disastrous!

More work, more thought and less talk are needed. High-brow legislation will not change the economic condition. The problem is practical rather than political. We have no time to spend in proving who is to blame. It’s a question of making the best of things by putting forth constructive effort and real “sweat.”

Traffic men cannot remedy the situation single handed. Others must do their share. The dealer in farm machinery should have a clearer understanding of the problems that confront the manufacturer and the farmer should appreciate the dealer’s efforts to supply his needs. The public as a whole should maintain a liberal minded attitude towards the railroads.

Transportation is the neck of the bottle. Immediate individual profit is quite incidental. The big problem is to keep the

wheels of industry turning. It is up to everyone to face the situation and consider things fairly. The problem affects everyone directly or indirectly. It’s up to everyone to do his part toward alleviating the condition.

Equipment should not be delayed. The fact that a man is willing or able to pay a high demurrage charge does not entitle him to hold up a freight car.

Such a man is not only subjecting some other shipper to a hardship, but he is placing himself in a position where the railroads will not be inclined to give him preferred service the next time he needs a car. To needlessly detain equipment is a crime against the economic welfare of the nation. The man who is guilty of it is an enemy of society.

Cars should be loaded to a maximum capacity, which, generally speaking, is 10 per cent above the rated capacity. In other words a car marked 60,000 pounds should be loaded to 66,000 pounds.

Consignees should promptly take up L. C. L. shipments in order to avoid freight house congestions.

Buyers of all kinds should anticipate their requirements as far ahead as possible.

Idle talk will accomplish nothing. Intelligent co-operation and hard work will save the day.



CATTLE OF JOHN P. BURGIN ON HIS PLANTATION OF 2,400 ACRES, JUST SOUTH OF BATON ROUGE, LA.

Baton Rouge

How and why—Baton Rouge—has and is making such rapid strides in commercialism, manufacture, education and population

By Jno. B. Rucker

Traffic manager of the Baton Rouge Chamber of Commerce

Many factors govern and enter into possibilities and making of a great city and Baton Rouge has not escaped the most critical test, for here within very recent years, some of the larger manufacturing interests of this country have cast their lot, after the most exacting investigations, that any city has been required to undergo.

To understand how and why Baton Rouge has and will continue to make greater strides as the years go by, it should first be said Baton Rouge is properly located to command all advantages, required by the manufacturer, distributor, merchant, and home seeker, and next, through the wholesale co-operation of the city government, the citizen, the government of the Parish and residents in the Parish, as will be seen in the following, under the various heads.

Location.

Baton Rouge is located in Louisiana, on the east bank of the Mississippi River, 80 miles north of New Orleans, 123 miles south of Natchez, Mississippi, 104 miles southeast of Alexandria, La., on the last "Bluff" or highland, before reaching the Gulf of Mexico, the elevation being about 80 feet above the gulf, thus insuring no overflow from any source.

Baton Rouge is also located on two of the greatest trunk lines of railroad in the United States and other most important railroads, leading to and through this southern division of the country. They are:

Illinois Central R. R. System, Yazoo & Mississippi Valley Division and Ba-

ton Rouge Hammond & Eastern R. R.

Southern Pacific R. R., System; Morgan's Louisiana & Texas R. R. Division.

Louisiana Railway & Navigation Company.

New Orleans, Texas and Mexico Ry., (Gulf Coast Lines) and through the Gulf Coast Lines, The Texas and Pacific Ry., entering via Anchorage, La., on the west bank of the river, opposite Baton Rouge.

Educational Advantages.

As in the past, so it is today, all advancement is had — by — education, therefore since no section of Louisiana is so well prepared with educational advantages as is Baton Rouge, we give you an insight of our educational facilities and advantages.

Here is located, Louisiana's State University on grounds of historic memory and beauty, the standing of which, among the state universities of the country, is second to none, and it is here, students from the furthestmost parts of the globe, Japan, China, France, Italy, Russia, Cuba, Central and South America come, to co-mingle yearly with 1,000 American "men", from not only Louisiana but our neighboring states also—in university work.

In addition, there is located here, Louisiana's State Mechanical and Agricultural Colleges, where students in these branches are taught by skilled professors in class and under practical demonstration.

Within the past three years, more recognition has been given to these branches of university training, than

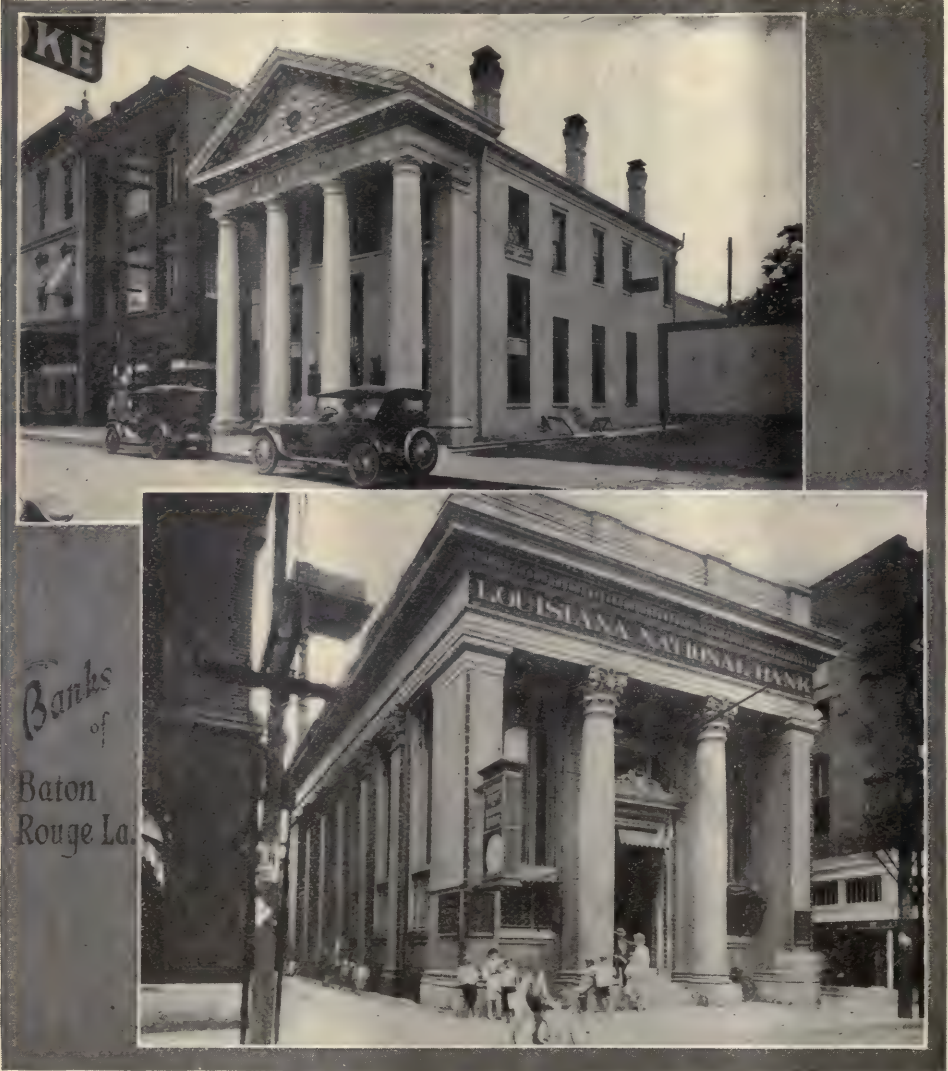


*U.S. Battleship "Idaho" (above) and 5 ocean-going steamers at port of Baton Rouge La.
Photos Copyrighted Ewing, Baton Rouge*



before, which has made it possible to secure the first real unit in an agricultural demonstration farm, costing \$80,000 and comprising 1,400 acres, located two miles below the City of Baton Rouge. Why? Because again, this lo-

and Mechanical College of the State of Louisiana, and this was promptly done through Act No. 75 of the Legislature—Session May 10th through July 8th 1920, whereby provision is made for a six million (\$6,000,000) dollar outlay



cation was the most suited to demonstrate high and lower alluvial land cultivation; most fortunate, because of its proximity to the university.

The land having been secured, funds had to be made available to construct and maintain the future Agricultural

to properly build and equip these institutions for more efficient work and so *they* will be second to none in the nation.

What this assistance, in all branches, from an educational and financial standpoint, is doing for Baton Rouge, is

beyond the most learned guess. It is well we could supply their every need and have ever rendered valued assistance. What this stands for and is, has too often been written in detail to dwell longer here, we pass on to the educational advantage offered by the city proper.

have been made to build one to three additional public schools", for before they can be completed, there will be pupils sufficient to fill them, based on past necessities.

There are 9 public schools in the city of the type displayed elsewhere, with 8 high, 9 domestic, and 2 agricultural



Business District

Baton Rouge La.

Baton Rouge Schools.

Baton Rouge provides a school system with school buildings second to none in the state and looks well to the location of each, year by year, as the population of the city increases, in order to serve the greatest number in the most convenient and efficient manner.

To say education in Baton Rouge today is synonymous to "all arrangements

schools in the parish, officered by 128 teachers, with a principal at the head of each and a superintendent over all; enrolled therein during the past session, was 3,853 scholars, the cost of operation being \$126,815 as compared with \$81,406 for the year 1915 and \$182,860 provided for the year 1920. The value of which is \$834,048.44.

Of these, one is the Florida High



RIVER FRONT, BATON ROUGE, FROM THE FIGHTING TOP OF THE U. S. S. NEBRASKA.

Photo Copyrighted by Ewing, Baton Rouge.

School, the others, graded schools. In addition to the public schools, we have, St. Vincent's Academy, St. Joseph's Academy, The State Schools for the Deaf and Dumb, also the Blind, as well as business colleges, combining as they do, all educational opportunities, for those that dwell within or accept our invitation to come within our gates.

Churches

Of course we have them, many doing efficient work for the "Master". Beautiful in structure, inside decoration, and furnishing; each with large membership, guided by the most talented and best of pastors, priests, rabbis and bishops.

Why! In Baton Rouge we have thought so much of church life, that we have one of our most prominent streets named "Church Street" because of the number of churches, of various denominations located on it, and they still build them. The new Baptist Church to cost over \$100,000 is nearing completion and will be ready for occupancy by September or October.

City Government

It is of the commission form of government, presided over by the Mayor, Commissioner of Public Health and Safety—Police—Fire and Board of Health Departments—Commissioner of Finance, and Commissioner of Public Parks and Streets. Much has been accomplished since this form of



PLANT OF STANDARD OIL COMPANY OF LOUISIANA, BATON ROUGE.

city government has been inaugurated.

In 1915, the City Commissioners, stepped to the front and began the erection of a municipal abattoir, owned and operated by the city, in which all fresh meats disposed of in the city must be inspected, slaughtered and cooled or bear a government tag of inspection, thereby insuring wholesome meats to all.

equipment of 5 new modern motor driven Fire Pumps and Hose Wagons, costing \$50,000, thereby reducing Fire Insurance costs materially.

Police protection is of the best and well officered. Strange, however, the continuance of this branch of public service, unless it be for the effect, through the efficiency of this depart-



The first year there were 8,151 head of live stock slaughtered and 1,074 head inspected; each year the number has increased, as has also the capacity of the plant, citizens learning of the great protection and benefit of this plant. To say the Commissioners' judgment was wise—is useless.

Another most important improvement since 1915, is the modernizing of the Fire Department, entailing additional

ment, for we have no flaring head lines running in our daily papers indicating a community of bad morale.

Comparing the amounts of the Bond Issues for City Buildings and Improvements, note these

1915	\$ 20,000.00
1916	134,343.00
1918	2,820.00
1919	76,885.00
1920	600,000.00

From 1916 to 18—19—we were like others, devoting our time and money to Patriotic Service, doing without, that others might be saved.

Population Growth

In 1910, 14,897; in 1920, 21,782; increase 46.2 per cent. Here, however, it must be made plain and it is but proper to say, that by reason of certain State requirements, in order to extend the City limits of Baton Rouge, there are just across the City limit line (Streets) 5,387 persons residing, that are extended every advantage of City life offered to persons within the City limits, and this requirement could not be satisfied before the last census was taken, as it required Legislative action.

East Baton Rouge Parish and Baton Rouge

Both the city and parish have many common and mutually beneficial connections, brought about by our system of taxation, which in a large degree affords joint conferences that result in shoulder to shoulder work in advancing as a unit. This will be seen through the following comparison of tax assessments:

Parish Outside of City	Year	City
\$ 6,499,900.00	1915	\$ 7,756,980.00
18,663,065.00	1917	16,882,536.00
36,891,175.00	1919	19,002,955.00
37,349,650.00	1920	20,750,000.00

Several large plants were located just north of the city and parish in 1918 and 1919 and acreage values all over the parish became more, accounting for raised assessment values in the parish shown above.

Live Stock Production in East Baton Rouge Parish

This parish is peculiarly fitted for the production and marketing of live stock successfully, not only by reason of the excellent throughout the year pasturage, but by reason of the shorter rail hauls to the markets; at present all farms and plantations are caring for greater numbers of live stock than at any time in the past and greater interest is being taken and money invested in pure bred, cattle, sheep and hogs. It is not un-

common for a planter to run from 200 to 500 head of cattle on his plantation with hogs and sheep in proportion. A conservative estimate of cattle in the parish is 75,000. Baton Rouge needs and will have a packing plant in the near future and if need be a co-operative plant.

Community Life

Is worth while in Baton Rouge, through team work of the city, parish, commercial and manufacturing interests, and the people that are enjoying it. Thus bringing about a Community Club, that has been instrumental in securing a Community Park in the heart of the city, at an investment of \$100,000 provided with one of the finest and best equipped open air swimming and bathing pools and Community Pavilion in the country. The pool is provided with a six-inch water pipe at its end, sunk 1,800 feet in the ground, that supplies a 6-inch flow of artesian water that analyzes 99 per cent pure to sport in, while the pavilion affords assembly room for 2,500 persons. It is frequently in demand for our large State gatherings, but its greatest service is to the Community, when it immediately becomes their fun and play-house. Pictures of these are shown elsewhere.

To add to the beauty of the above comforts the city but recently purchased the land adjoining the Community Park joining it with the city block upon which the Florida Street High School stands, thus extending the park over an area of 4 city blocks and is now putting in condition with the aid of landscape gardeners, so as to present one if not the most beautiful city parks in any southern city, at a cost exceeding \$100,000 and upon the plot will be erected our monument to our boys, that gave their lives in the World War—for humanity's protection. Elsewhere is shown typical homes in this community.

But 3 blocks east and running in like lines is our boulevard presenting the most beautiful entrance to the city, to be found anywhere, through the center of which a continuous dome is

formed by the grand old live oaks that border the roadways, paralleling each side, the other curbing of which, measures 200 feet apart. It is along this boulevard the governor's mansion and many of the most beautiful residences are located, and it is through this boulevard law makers of the state enter the Capitol Building. For Baton Rouge is the capital of the State of Louisiana and it is here, that all persons

cities and communities of our population, namely, 7 per 1,000 of white population as against the government's estimate of 15 per 1,000.

This is no doubt made possible by most favorable climatic conditions, complete sewerage and drainage systems that empty by gravity on to the sea and our water and ice and cold storage system.

The City of Baton Rouge is supplied by the Baton Rouge Water Works, ob-



dealing with state interests come to transact their business. Elsewhere is shown homes along the boulevard.

Health, Water, Ice and Cold Storage System

Baton Rouge health record is way below the government's estimates for

taining all water for all purposes, of the purest, from artesian wells; the only kind that prompts all visitors to want to go to sleep in it and never get enough. At this time thousands of dollars are being expended in enlarging the water mains throughout the

business area, and extending their mains beyond the city limits to the closer and suburban homes and commercial enterprises.

Ice made from private artesian wells

vide ice but who also provide and operate one of the most complete and apportioned up to date cold storage plants to be found in all of Louisiana. A visit to this plant will convince you



Residential District, Baton Rouge La.



likewise is furnished for homes, offices and manufacturing purposes and also for cold storage throughout the city and adjacent country. Refrigeration of perishable articles in cars in transit by the Louisiana Artificial Ice and Cold Storage Co., who not only pro-

vide ice but who also provide and operate one of the most complete and apportioned up to date cold storage plants to be found in all of Louisiana. A visit to this plant will convince you

shipped in by carloads for distribution, and just here you must be reminded Baton Rouge is one large distributing center by reason of its natural advantages over any other jobbing center on the Mississippi River south of Vicksburg.

Light, Street Cars and Gas

Each of these are furnished by the same owners. The Stone & Webster Syndicate—and the service is as near perfect as human skill and money can make them. But recently the old and

eration equipping 5 additional miles along avenues bordered by homes and manufactories that will guarantee to them reasonable returns on their investment. Don't you know how they will do it—for today the city street car fare is 5 cents and yielding satisfactory returns to the company.

Through the gas company, fuel gas for all purposes is furnished, at very reasonable rates and but last year a complete new gas plant was installed on the old site, entailing thousands of dollars



out of date electric plant was abandoned, a new site purchased and a new up to the minute plant erected and equipped prepared to serve double our population, at a cost of \$250,000. This plant furnishes the electric power for the Street Railway Co., that has but recently renewed its rails throughout, added cut out switches, rebuilt its road-bed and will against September 1st next, replace all cars now in use with the latest improved "Pay as you Enter" cars. The outlay being \$100,000.00. They further have under consid-

outlay. But—this too has to be done for the same good and sufficient reason, the electric plant and street car system were rebuilt. Economy, efficiency—for an already rapidly growing and expanding city that promises greater expansion for the future than the past. Elsewhere is shown the new plant of the electric company.

"COMMERCIALISM" WHOLESALE—RETAIL—MANU- FACTURE—JOBGING

Under these heads, Baton Rouge is



Retail
District
Baton Rouge
La.



well represented, and it is the exception when a merchant or manufacturer does not conduct business on his or their own property. Why this investment in property as against stock? This question has often been asked and as often been readily answered by glancing at the bank statements of 1910 to the present, which are presented elsewhere.

Fortunate, indeed, are those business interests that have and will locate in Baton Rouge, for here is carried as large and assorted stock of merchandise as can be found in like establishment any where, be they, dry goods, groceries, drugs, exclusive men's wear, furniture, trunks, stationery, brick, printing, tailoring, cement automobile, trucks, hardware lime, agricultural implements, lumber, jewelry, produce, school supplies, ice and cold storage, offered at retail. In addition there are 5 wholesale groceries, 2 wholesale jobbers and distributors, 3 wholesale and retail groceries, 2 wholesale and retail hardware houses, 2 electrical equipment houses, 2 wholesale produce houses, 3 machine foundries, etc., 5 saw mills, 1 box factory, 1 cigar manufactory, 3 sash door and blind factories, 1 macaroni factory, 3 printing and publishing houses, 2 ice cream manufactories, 2 wholesale hardware houses, 2 wholesale school supply houses, 1 wholesale ice manufactory, 1 crude oil refinery, 3 planing mills, 4 wholesale lumber dealers, 1 brick manufactory, 1 stock yards, 1 abattoir, 1 foundry, 1 aluminum ore company, 1 rice mill, all indicating Baton Rouge is forging to the front, and a good place to investigate as a business, manufacturing, jobbing and distributing center representing a yearly business of approximately \$75,000,000.00.

HOW CARED FOR

To handle this vast business, no longer can it be handled in the old fashioned way by drays and carts. Long since have they been replaced by up to the minute freight trucks, ranging from

½ to 5 ton capacity, within the city and nearby industries in the parish. In addition for miles around, the bulk of traffic is in like manner handled; both the city and parish having provided in advance hard surface streets and roads, whereas, the rail and boat transportation agencies have not overlooked, protection of their interests, and have provided trap cars, additional trains, boats, switching and inter-industrial service. Thus permitting a free and wide distribution of freight into, from and through Baton Rouge. Illustrative:

Within the city there are now 46 miles of hard surface streets; within the parish 62 miles of hard surface roads. The third largest completed hard surface road mileage in any parish in the state, DeSota and Grant parishes only, with 85 and 63.6 miles respectively, exceeding east Baton Rouge parish; which in addition, have 41 miles approved for building when gravel, sand and transportation conditions will permit, caring thus for home conditions in receipt and distribution; it is no doubt of interest to further learn how and why Baton Rouge has and is making such rapid strides; this can in part be gained by considering the in-and out-bound carload movements of merchandise, lumber, raw materials and manufactured products, for one recent year, covering the year ending Nov. 20, 1919.

Carloads, received-via all lines....27,924

Carloads, shipped-via all lines....31,908

TOTAL.....59,832

and here it may be said these figures do not represent oil or its products into or out—those are shown elsewhere. Again, attention is directed to the fact that the above number of carloads *mean* cars were loaded to *visible capacity* (not minimum) in accordance with then existing requirements; many having full minimum carload weights for two consignees at destination, both out- and in-bound.

Bank Resources 1915 vs. 1920

Deposits

All banks 1915—

\$3,036,920.94

All banks 1920—

\$11,751,945.35

Gain.....\$8,714,024.41

Resources

All banks 1915.....\$4,511,818.79

Bank of Baton Rouge 6-30-1920—

\$5,826,411.34

Louisiana National 6-30-1920—

\$5,689,500.64

Union Bank and Trust Company—

\$3,188,059.36 \$14,603,921.34

Gain.....\$10,092,102.55

During the period 1915-1920—the banking interest underwent several changes of material interest and advancement mainly through the consolidation and absorption to two others. At present the banks of Baton Rouge are: Louisiana National Bank, Bank of Baton Rouge and Union Bank and Trust Co.

Of two, it should be noted, the bank of Baton Rouge is the largest state bank outside of New Orleans. While the Union Bank & Trust Co., only threw its doors open for business January 14th, 1918.

To these financial institutions it must be said large credit is due, for the progress made in east Baton Rouge parish and Baton Rouge, proper, for it is the heads of these institutions that put the stamp of approval on our many successful improvements and developments.

Manufacturing Plants

Located just without the city and to the north is one of the large Crude Oil Refineries of the world, as will be seen from the picture accompanying and details following:

From a standpoint of capitalization, the Standard Oil Company of Louisiana ranks among the foremost and, possibly, first, and from that of employment it, doubtless occupies the same relative position.

This company is engaged in the pro-

duction, manufacture and merchandising of petroleum products.

As a producer of crude oil, it operates in the several fields in northwest Louisiana and, through its own pipeline system transports the crude oil to its Refinery at North Baton Rouge. This Refinery, with the possible exception of the one at Bayonne, New Jersey, is the largest industry of its kind in the United States.

All the various petroleum products are manufactured in its Baton Rouge Refinery; the crude oil used there being obtained from the northwest Louisiana, Kansas, and Oklahoma fields.

The refinery is located on the Mississippi River and has an excellent water frontage at the head of ocean going navigation. Cargoes of petroleum oil are received at and dispatched from its Baton Rouge docks in the largest tank steamers afloat, many of which have a capacity of more than 100,000 barrels, or approximately 5,000,000 gallons.

The refinery is also served by a number of railroads, namely the Yazoo and Mississippi Valley R. R., Div. of Illinois Central R. R. System, Louisiana Railway and Navigation Company, Morgan's Louisiana and Texas Division of the Southern Pacific, and the Gulf Coast Lines.

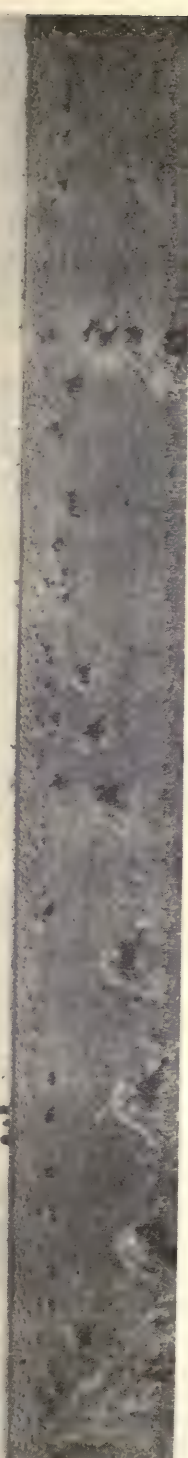
In its several departments within the State of Louisiana, regular employment is given approximately 5,500 persons and, in the refinery at North Baton Rouge, approximately 3,500 are employed. Of this vast army of workers, no women are employed in the industrial department. In the company's general offices at North Baton Rouge 57 ladies are included in the clerical forces and they work five and one-half days per week. The Refinery workers enjoy a forty-eight hour per week basis and the standard eight hour day is strictly observed by the company.

It is pleasing to state that the company lives up to every law of the



Rice Industry near Baton Rouge La.

Photos by Ewing, Baton Rouge



state applicable to labor and has established every facility for the safety, comfort, and convenience of its employees, and, through this and other humane features, has always had an ample force of employees to carry on its work.

At its refinery, the company maintains an up-to-date emergency hospital in charge of a qualified and registered physician, together with a trained nurse and other assistants for

of labor, common, semi-skilled, and skilled, the vast majority coming within the last class. What is ordinarily termed a laborer is paid on an average of \$5.00 per day, while semi-skilled help receives proportionately more in keeping with the requirements of those positions, and skilled mechanics and technical employees average from \$7.00 to more than \$8.00 per day according to the occupations in which they are classified.



the treatment of accident or other emergency cases.

All employees of one year's service receive, without cost, life insurance, ranging from a minimum of \$500.00 to a maximum of \$2,000.00, and such employees also participate in an annuities and benefits plan, whereby pensions are granted to employees who may be retired after a term of service, and sickness, disability benefits are paid on the basis of one-half time to such who have qualified by having one year of service to his or her credit.

Employment is given to all classes

During the year 1919 there was received at this plant at North Baton Rouge, approximately, 5,800 less car load and 20,000 car load shipments. There was shipped out 4,500 less car load and 22,000 car load shipments via rail, while during the same period a total of 2,000,000 tons (2,000) pounds, or 15,000,000 barrels of crude oil and petroleum products was handled over the company's docks, of this total some of the oil was delivered by their river fleet to destinations located on the Mississippi River and its tributaries both north and south of North

Baton Rouge, and the remainder of the tonnage handled was by ocean-going tank steamers. This ocean-going traffic aggregated 227 cargoes representing receipts of crude oil from foreign ports as well as shipments of petroleum products from the refinery to foreign and American coast-wise destinations.

Just to the north of the Standard Oil Co., 527 acres have recently been acquired by the Constantine Oil refinery, who will begin the erection of another large plant as soon as material, labor and transportation conditions will permit.

To the north of and adjoining the Constantine Oil Co. site, the Aluminum Ore Co. of America have acquired 250 acres for the handling of their Aluminum Ore from their mines on the West Coast of South America, and it is here they propose smelting the ore into pigs, distributing them to plants manufacturing aluminum ware throughout the country and manufacture a part of their export shipments at this point. In addition it is their purpose, with the ocean-going vessels now building for this service, to furnish an import and export merchant service, between intermediate countries and throughout South America, and the United States, handling via Baton Rouge, and other Mississippi River points to and including East St. Louis, via their barge line, now operating on the Mississippi River, the new plant, entailing an outlay of no less than \$4,500,000.

Located in this same vicinity is the J. W. Darling Lumber Co., who yearly handle thousands of logs into their saw mills, both by river and rail in order to supply the many cars of finished lumber sent north annually.

Just south of the Standard Oil Company within the city limits is the Standard Box Company, receiving thousands of logs both by river and rail, converting into box shooks, their finished boxes and shipping them knocked down in bundles, to the tune of 600 cars, loaded 80,000 pounds to the car, north.

These plants, with others, The Sohnhelmer Lumber Co., Baton Rouge Coal Co., E. A. Fearson Saw Mill & Lumber Co., Burgin Bros. Rice Milling Co., Southport Mills, enjoy the advantage of having both river and rail receiving and shipping facilities at their plant site, thus affording all advantage of transportation either river or rail at initial and competitive point rates.

Transportation

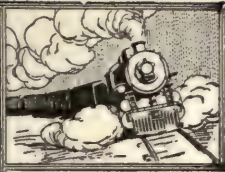
From a transportation standpoint, which at all times must be considered in business, Baton Rouge, La., surpasses all cities on the Mississippi river south of Memphis, Tenn., and all cities in Louisiana other than New Orleans. The river at Baton Rouge far outweighing the three more rail lines serving Shreveport, La., than serve Baton Rouge; Shreveport being an inland city, Red River not being navigable by packets beyond Alexandria, La., except in flood water, and not always open to navigation as far up as Alexandria.

For these and many other reasons, Baton Rouge enjoys the widest distributing territory in Louisiana west of the Mississippi River and lowest freight rates of **any point on the river or in Louisiana**. To points north and east, to intermediate territory rates are on the mileage basis, i. e., equal rates for equal distance, which basis must ultimately rule in short haul transportation over the South as it does throughout the North.

Baton Rouge is fast outgrowing its present freight and passenger depots and other minor facilities, but our good friends, the rail carriers, recognizing we are creating a big share of their needed revenues, are going to provide new and larger ones for us, when many of their vexing problems have been put aside, so if you are contemplating a visit, change of location, business or pleasure, we welcome you to Baton Rouge with all of its life, privileges, business and pleasures, than where, you will find no better prepared and served meals in our hotels and cafes.



TRANSPORTATION DEPARTMENT



Appreciative Co-operation

By Joseph S. Terry, Train Dispatcher, Vicksburg Division

That the maximum revenue from box car utility on our local divisions is largely determined by and dependent upon the hasty release and intelligent use of this equipment by consignees and shippers along our lines, every one agrees. This proposition has involved during the past twelve months sufficient observation by both railroads and the public to confirm the opinion that the moment for economy in the distribution and utility of box cars is most evident, and derives its necessity from the actual loss to both concerned, which may hitherto be summed up in the general characteristic of extravagance evincing itself through the indifferent attitude of consignees and shippers both in failure to release cars promptly, and by placing orders for cars in excess of their loading capacity in addition to exceptional slowness in loading.

The proposition as between railroad and patron cannot bear genuine evidence of sincerity concerning the question of 100 per cent car supply, without unreserved expression of what each is able to do. The problem of equal distribution of box cars among local patrons is attended with many difficulties, and often governed by circumstances which incur the ill will and criticism of some who fail to or cannot realize the requirements of others whose interests are more or less in demand. It is not expected that patrons should interest themselves in the additional cost to the railroad company in empty haul of cars from one point to another, but the equity of opinion should prevail among them that the railroad company is charged with the obligation of equal distribution of its equipment, and at the same time must respect its own rights and interests in the placement of cars with least expense at loading points where shortage of quota demands and justifies such action.

The writer enjoyed the pleasure of discussing the proposition of public co-operation with a very prominent planter of this section not long since, and the detail of his views was interesting and sincere. This gentleman has in cultivation just south of

Helm, Mississippi, about two thousand acres of soil, nine hundred acres of which are planted in cotton, the balance in other crops. The sincerity of his attitude toward the difficulty under which car supply is effected often found expression in his testimony of business conduct with the railroad company at that point, in which he related his view regarding the value and importance of getting cars released promptly. The statement was verified by the local agent at that point that in most every instance shipments consigned to this party are released the same day they arrive. He committed his view that the railroad, in good faith delivered commodities to him to be unloaded; that those commodities were badly needed by him or they would not have been ordered, and, therefore, the time and expense of unloading them were by no means a subtraction from his interests. This defines more clearly appreciative co-operation of patrons than any example we might wish for. This man is a benefit to the railroad company and a benefactor of its service.

The matter of obtaining a maximum car utility is dependent upon the vigilance of car distributors and local conductors, as well as the sincerity of demand by the public. No exception on the part of patrons need be feared, if observant forces are aware of the situation daily and such distribution made of equipment which in no partial manner will supply daily allotments of each. A clear understanding of the car situation by car distributors on their respective divisions, and the frankness with which information of car supply is given to patrons, can be substituted by no greater means for subduing erroneous opinions prevailing among consignees and shippers regarding the unjust action of the railroads in supplying them with cars.

I believe the situation properly controlled can dispose of many old methods employed by patrons in obtaining cars. At points where cars are habitually ordered in excess of loading capacity, and a loss to all concerned occurs from cars remaining idle

several days on spurs, special observance should be exercised in the placement of cars, and attention centered on the effort to get a push in the business element of such concerns toward convincing them economy in the use of cars, both in respect to time consumed in loading and the loading to full capacity, will facilitate traffic and result in greater revenues at every point on the line. One hundred per cent understanding is badly needed on the part of patrons of this

vital element of business conduct, and until they are able to gain a universal vision of what economy represents in the hasty utility of cars, the problem will perhaps become more serious.

The coming season may impose a heavier demand for equipment than perhaps has characterized any previous. Therefore what may result will be determined by either the push or failure of those having to do directly with the proposition.

Illinois Central Railroad Company

Mississippi Divison

Staff meeting held at Water Valley July 3, 1920.

Present

- A. D. CAULFIELD, Superintendent.
- N. W. SPANGLER, Train Master.
- W. H. PETTY, Train Master.
- C. M. CHUMLEY, Road Master.
- S. R. MAULDIN, Master Mechanic.
- C. E. SIEBER, Traveling Engineer.
- B. A. TALBERT, Supervising Agent.
- L. S. HOUSTON, Chief Dispatcher.
- M. S. TERRY, Agent, Water Valley.
- G. H. PEACOCK, Supervisor, Water Valley District.
- G. R. WILKINSON, Supervisor, Grenada District.
- W. E. McCUNE, Supervisor, Aberdeen District.
- J. F. WATTS, Supervisor, Jackson District.
- G. M. HUBBARD, Supervisor, B & B.
- J. E. LUFKIN, Signal Supervisor.
- S. J. WILLIAMS, General Foreman, Durant.

MEETING opened with remarks by the Superintendent, stating purpose of meeting, reviewing some instructions recently set forth by the General Officers in Chicago, referring particularly to items of interest affecting the movement of trains, movement of cars and improvement desired in loss and damage to freight by the appointment of a Supervising Agent.

Speed of Trains

Number of accidents on various parts of the Railroad, due to excessive speed of trains, both freight and passenger. Instructions issued to Division Officers to continue to check up the movement of passenger trains at intervals to know positively that speed restrictions are not being violated, also to talk to the Train and Enginemen, acquainting them with the fact that it is desired that speed limit not be exceeded at any time and that the movement of passenger trains be expedited by more prompt handling of station work at stations, reduction of delays occasioned by freight trains sawing out passenger trains, or delaying passenger trains with drawbars out.

Movement of passenger trains Mississippi Division for June, 1920—97.1 per cent. Month of June, 1919—96 per cent.

Speed of passenger train No. 1 over the Division has for some time been considered too fast with the increase in mail service on this train. 15 or 20 minutes additional time has been requested on this train next change of time table.

Car Mileage

Car mileage for the month of June was 64.09, compared with 43.95 same month last year, and 46.28 month of May, 1920, showing an increase of 17.81 or 38 per cent over previous month, and 20.14 or 45 per cent over previous year.

Business for the month of June, 1920, shows increase of 12 per cent over previous month, 6 per cent over previous year.

The lumber business from the G. M. & N. Railroad at Ackerman has been somewhat reduced on account of the line being built into Jackson, Tennessee, and also light business in June, due to the restricted embargoes on lumber and not furnish-

ing this line with empties as formerly. During June 197 cars, loaded and empty, furnished the G. M. & N.; 500 loads received. During June, 1919, delivered 1,268 cars and received 1,257 loads.

The coal business through Aberdeen month of June also light compared with previous year. Loads received June, 1920—510, June, 1919—917.

Engine Failures

Engine failures during month of June were discussed, with a view of remedying so far as possible. Several failures during this month, account of broken pistons and broken frames. General condition of freight and passenger power good. Expect to have engines in good condition for winter business.

Road Department Work

Some slight shortage of labor at certain locations, but latter part of June shows a better condition. Seventy-five per cent of the tie renewals completed to July 1. Fifty per cent of the general work completed. During the year 1920, 16 miles of new 90 pound rail has been re-laid, also $5\frac{1}{2}$ miles of 85 pound sawed re-laid, changing out lighter rail. Work authority in Riverdale Bottom, Grenado District, for raising the track above overflow now 80 per cent completed. Will be completed month of July.

Experiencing some shortage in obtaining material for concreting purposes, especially stone.

Loss and Damage to Freight

Statements read and discussed showing large increase in number of claims filed month of June, 1920, over previous year, also representing considerable increase in money. All present impressed with the importance of following up closely the proper movement and handing of freight from time it is delivered to the Railroad until delivered at destination to consignee. So far as determined, increase in number of claims filed during the past 30 or 60 days on this Division are for shipments which had not yet reached our line, evidently due to the congestion in eastern territory and shipments being held up, also some claims filed for loss of shipments pilfered in transit.

To All Employes Who Have To Do With Train Operation: for Your Information

By W. H. Petty, Train Master, Mississippi Division, Durant, Miss.

To delay a local freight train (average 24 cars) cost.....	Per minute
Wages to train and enginemen when overtime accrues.....	10c
24 cars at average earning capacity of \$6.00 per car per day.....	10c
Fuel, lubricants, machinery and maintenance cost	10c
Total cost per minute.....	30c
To delay a through freight (average of 48 cars) cost.....	Per minute

Wages to train and enginemen when overtime accrues.....	7.8c
48 cars at average earning capacity of \$6.00 per car per day.....	20c
Fuel, lubricants, machinery and maintenance cost	10.2c
Total cost per minute.....	38c
WILL YOU NOT HELP US TO REDUCE, AT LEAST, SOME OF THE UNNECESSARY DELAYS?	



Traffic Department

The Foreign Traffic of the Illinois Central System

By W. M. Rhett

During the period of the European war the export and import business of this and all other countries except a few neutrals, was completely disrupted. The merchant ships of Germany and Austria, which comprised a substantial portion of the Trans-Atlantic fleet serving our ports, were automatically put out of service when war was declared in 1914 and the vessels of our allies engaged in the same trade were soon taken over by their respective governments for transport service. When the United States entered the conflict it became necessary for this government to requisition not only the few American liners plying to European ports but a large percentage of our ships engaged in the coastwise service and those sailing to the ports of Mexico, Central and South America, and the West Indies, which forced a marked curtailment in the trade with these countries.

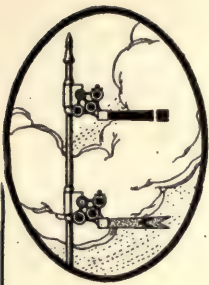
Our shipments to Europe were soon confined to food, clothing, equipment material, and munitions for our allies and later for our own armies, and because of the shorter voyages from North Atlantic ports as compared with the voyage from New Orleans and the vital need of dispatch and maximum use of available ships the Atlantic ports benefited and we suffered correspondingly. The use of eastern ports was carried to such an extreme that it soon resulted in great congestion, necessitating embargoes and the use of permits, which continued throughout the period of the war. This congestion forced the use of the South Atlantic and Gulf ports, principally New Orleans, to a limited extent and increased distance and steaming time for ships being overcome by the more prompt berthing and loading at the southern ports. The efficient service thus rendered at our port was the means of attracting the favorable attention of steamship owners and operators as well as the shipping public and since the war has resulted in a great increase in steamship service from New Orleans not only to Europe but to the East,

North and West Coast of South America, China, Japan, Australia, India, and Africa, to which countries we had practically no sailings in the pre-war period.

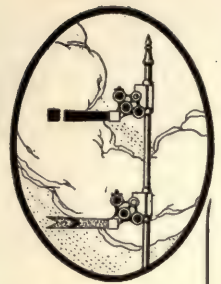
Not only do the outward sailings from New Orleans mean increased exports, but the import traffic is helped thereby, as the same ships, or an equal number, must come to our port from foreign countries and are, of course, available and anxious for inbound cargo. In exchange for our foodstuffs, forest products, cotton, cottonseed products, oil, iron, machinery, etc., we receive burlaps, juts, spices, etc., from India, mahogany logs and palm kernels from Africa, rubber, matings, vegetable oils, tea, silk, etc., from China and Japan, manilla from the Philippines, nitrate of soda from Chile, sisal and sugar from Mexico, bananas, cocoanuts, mahogany, coffee and sugar from Central America, sugar, rice, pineapples, fruits, vegetables and tobacco from the West Indies, asphalt from Trinidad, and coffee from Brazil—as well as various raw materials from Europe, such as potash, Fuller's earth, mahogany logs, chalk, ferro manganese, etc.

The essential factor in profitable steamship, as well as railroad operation is to have as nearly as possible an equalized tonnage in both directions and this is not only our problem, but that of our country if we are to realize our destiny as world traders, which is becoming necessary to our future development. We cannot successfully sell goods to foreign peoples for long without buying in return and we must increase our purchases of raw material where we now sell our food and manufactures and increase our sales where we now buy. The transportation lines can render a useful service not only in moving the products but in pointing out and assisting our merchants and manufacturers in finding and improving opportunities—This is all in the line of "service," which must be our watchword if we are to come into our own.





SAFETY FIRST



*Office of
Chairman, General Safety Committee*

ELEVEN REASONS FOR SAFETY FIRST

Strength in your undertakings.

Abstain from personal injury

For your family's sake.

Every one's duty to others

To follow Safety Rules.

You may be next to get hurt.

Fight for Safety.

Injuries affect all.

Resolve to play Safe

So you will be happy

To live long and be prosperous.

**ILLINOIS CENTRAL RAILROAD COMPANY
THE YAZOO AND MISSISSIPPI VALLEY RAILROAD CO.**

*Office of
Chairman, General Safety Committee*

Following personal injuries have occurred in past sixty days which could have been avoided:

Two Car Repairers fatally injured caused by their failure to protect cars they were working on by blue flag according to Rule 26.

Quite a number of Section men more or less injured handling rail and ties which should and could have been avoided had proper caution been taken.

Several employes fatally injured by being struck by cars moving on same or opposite tracks. Proper observance of train movements when on or near track would have avoided this. **WHY NOT WATCH YOUR STEP!**

Numerous injuries by stepping on movable obstacles and on nails. A campaign on this class of injuries should be inaugurated at once and reduce the number.

Numerous employes have been injured handling material and packages of freight by dropping same on their feet and hands. This class of accidents seem to be on the increase and could be avoided with proper supervision and care practiced.

Several employes injured getting under cars for protection during rain storms. It is not safe to go under cars or between cars in yards at any time.

Injuries by the adjustment of draw heads and knuckles in coupling cars while they are closing up seems to be on the increase. **STOP IT!**

Several injuries to Section men operating motor and lever cars. While these injuries are not serious, as a rule they cause suffering and loss of time and deprive the company of the services of an employe.

Quite a number of eye injuries caused by not using goggles. Watch this closely and **PREVENT SUCH ACCIDENTS!**

BETTER BE SAFE THAN SORRY!

Chicago, Ill., July 26, 1920.



Maintenance of Section House Premises

In the many years gone by, in younger days of railroading, section houses and living quarters for employes were few and, to meet the requirements, section headquarters were established at outlying points where space was rather limited. It being necessary to erect dwelling houses on the waylands, it seldom occurred that a section house lot extended beyond the limits of the railroad fence lines. This being the case the space was rather limited and the upkeep of the premises was little thought of, the surroundings being allowed to drift along uncared for. There was no room for a garden, orchard or barn yard where the foremen and their families could assist in keeping down the living expenses by growing vegetables, fruit, etc., raising a few chickens, keeping a cow and pigs. The railroad company came to their assistancce in many cases by purchasing additional ground and enlarging the premises so as to permit them to take care of their needs. At many points generous tracts

of land have been set aside for the exclusive use of the section foreman. Dwelling houses have been erected at a heavy expense to the company and at many localities the section foreman now lives in the best portion of the town, thus giving them the opportunity of enjoying the best of advantages, and I am ready to raise my hat to some of the foremen and their families for the interest taken by them in bettering their condition and in the general uplift of the community.

We can point with pride to some of the well maintained section house lots on many divisions of the Illinois Central and Y. & M. V. Railroads, the large gardens, extensive fruit bearing orchards, splendidly laid out lawns with flower beds and shrubbery. On the Louisiana Division during the past year, \$755.00 was paid out by the company in purchasing fruit trees and an expense of \$550.00 was incurred in planting shade trees around section house premises.



SECTION HOUSE AND GROUNDS

In order that we may be better able to continue the good work of improving the section headquarters, a scheme has been worked out by the company whereby a location plan will be drawn up of each property showing the premises in detail, to be analyzed by the officials with a view of extending the improvements, and I see no greater opportunity within the reach of our foremen than to put forth his best effort to assist in this movement. It is the lack of constant and energetic team work that prevents the carrying out of most any plan, and none can afford to throw away such an opportunity. Like many other undertakings on a railroad there is a big work ahead but by taking advantage of the chances that are within their reach a great deal can be accomplished. It will be found that you are

never out of season when you spend a few minutes fixing up your home, and it is interesting to see how hard some foremen are earnestly striving to make a good showing and seem to really appreciate what is being done for them. On this division the following number of live stock is owned by our foremen, where section headquarters are provided: 52 cows, 68 hogs, 635 chickens. These will naturally assist in reducing the high cost of living.

It is a source of gratification to all the Illinois Central and Y. & M. V. Railroad officials and employes to see well maintained station grounds and section house premises, and great improvements can be made by a little organized effort and cooperation between division officers and foremen.

THANKS FROM A PASSENGER FOR THOUGHTFUL AND COURTEOUS TREATMENT RECEIVED AT THE HANDS OF DISPATCHER W. HUEBSCH

Mr. W. S. Williams:

I am quoting below a letter received by Dispatcher W. Huebsch, thanking him for courtesy extended to one of our passengers into Dubuque on Thanksgiving morning.

"You no doubt will be surprised to receive this note, but I wish to express my sincere gratitude for the never-to-be-forgotten courtesy extended to me Thanksgiving A. M. and the day following in caring for my suitcase.

"In helping me to reach home that noon, you helped me to see my mother for the last Thanksgiving she spent on earth. I found her ill in bed and she lived till a week from the following Sunday.

"I am so glad I came that day and so thankful to you for walking over to the C., M. & St. P. depot with me that morning. That may not have meant much to you, for I believe you are kind to every one, but to me, it meant more than I can tell you. I hope God will bless you and send you a bright, happy prosperous New Year.

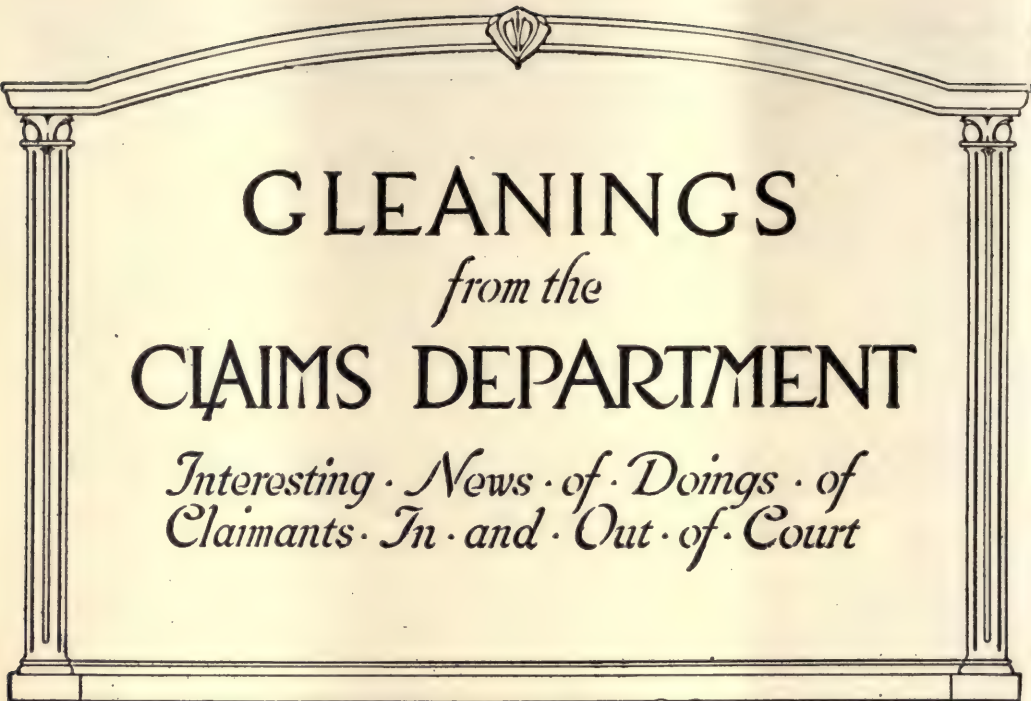
"I may not have your name right but I hope these few lines will reach you, so you will know how your kindness was appreciated. Sincerely yours,

Mattie Livingood."

As a matter of explanation, this lady came into Dubuque on our train No. 12, which arrived here about 5:30 A. M. There were no taxi cabs here and as this lady was very anxious to make Milwaukee train, leaving at 6:05 A. M., she appealed to Mr. Huebsch, who was working as night chief dispatcher, and he escorted her to C., M. & St. P. station. Upon her arrival at the latter station, she recalled that in her excitement, she had failed to get a suitcase that she had checked, and Huebsch took up her check and had C., M. & St. P. baggageman give her a check and he later took the suitcase to the C., M. & St. P. station.

Having noticed numerous letters in the Illinois Central Magazine from passengers who commended employes in proper discharge of their duties, thought you might make use of this case as an example of where an employe went entirely out of his line of duties and inconvenienced himself considerably to assist a passenger.

L. E. McCABE, Superintendent



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Twenty Thousand Dollar Verdict Suffers Big Shrinkage

Personal injury claimants are often encouraged to hold out for very large sums in compromise of their claims, and, failing to secure them, file suit because they have read of large verdicts in cases which they think similar to theirs. The trouble is that they seldom learn the subsequent history of the large verdicts they read about.

In 1918 a verdict was obtained in a damage suit against the Y. & M. V. in Quitman County, Mississippi, for \$20,000.00. The railroad made a motion for a new trial. The trial judge held the case under advisement for a whole year and then required the plaintiff to enter a remittitur reducing the verdict to \$12,000.00. From this the railway appealed to the Supreme Court. In July of this year

the Supreme Court affirmed the judgment, but required the plaintiff to make another remittitur, further reducing the verdict to \$7,000.00. This the railroad paid, but not until two years had elapsed since the trial. After paying attorneys and expenses the recovery probably did not net the claimant more than \$2,500.00, or possibly \$3,000.00. A settlement at \$2,000.00 or \$2,500.00 shortly after the accident would have meant more to the claimant than he will realize out of the \$20,000.00 verdict. However, some other person with a similar case, hearing of the \$20,000.00 verdict, but not informed as to the ultimate results may permit the knowledge of this large verdict to influence him against acceptance of a reasonable offer.

SOME ACCIDENTS WHICH SHOULD NOT HAVE OCCURRED—LET US TRY TO AVOID REPETITION

William O. Blaylock, farmer, was struck by train No. 5 on crossing, Haserway, Miss., night of April 3, 1920, and fatally injured. He was riding a horse, which was killed. He came on the crossing from the fireman's side while the fireman was putting coal in engine and was not on the lookout. Firemen should be educated to so manage their work as to be on the lookout at all road and street crossings.

William Crawford, car repairer, was injured at Louisville, Ky., 8:30 a. m., February 18, 1920, in a manner which could easily have been avoided. He jacked up a car and started underneath to repair it when the jack slipped and the weight of the car threw the jack lever with much force against his head.

B. L. Spencer was driving an automobile bus which was struck by train No. 2nd121 on road crossing, East View, Ky., 9:38 a. m., August 15, 1919. The engineer saw the bus approaching, but did not give warning signal because he assumed that the driver of the bus saw the train.

John Clark, section laborer, sustained injuries near Daniel Boone, Ky., 2:00 p. m., January 26, 1920. Rail was being moved from track, the foreman directing the work. Clark was ordered to pry up the spike while other men steadied the rail. The rail was tight, and when Clark pried out the spike, the rail flew out of track and struck him. It would be a good thing for all track employees to remember this case.

Dorothy Spitalnikson, pedestrian, was struck and injured by northbound suburban train on 71st street crossing, Chicago, 8:10 p. m., October 16, 1919. The enginemen did not see the woman. Evidently not on the lookout.

Matthew T. Cunningham, non-employee, was struck and killed on cross-

ing, Pinckneyville, Ill., 10:55 p. m., April 17, 1920, by advancing end of cut of cars being shoved ahead of engine without light or protection of any kind.

Nellie Cameron, passenger, was injured while alighting from suburban train at Kensington, 11:05 p. m., October 9, 1919, when train was making spot stop to take water.

H. W. Dimmett was injured by being struck by backing engine No. 1859 on South 20th street crossing, Belleville, Ill., midnight, June 6, 1920. The engine was backing south over crossing on northbound main without light on advancing end.

Ed Etherton, car repairer, was injured, Carbondale, Ill., May 21, 1920. He, with another car man, was in between two bad order cars chaining them up, when other cars without warning were kicked against cars he was between.

E. J. Daugherty, switchman, received serious injuries to foot on account of using his foot to close draw bar, Rockford, Ill., August 2, 1919. So much has been said about this class of accident that it was thought another one would not occur.

Truck belonging to Rockford Brewing Company was badly damaged by cars switched over crossing without protection or warning. Rockford, Ill., 5:20 p. m., January 2, 1918.

Motorcycle on which Luther Lyman was riding was struck by train No. 15 on Virginia street crossing, Sioux City, Iowa, February 11, 1920. Crossing flagman was standing on the sidewalk instead of in the middle of the street. His "Stop" sign was in his shanty instead of in his hand.

Will G. Glenn was killed by switch engine No. 455 on Walthal street crossing, Greenwood, Miss., 8:00 p. m., February 29, 1920. The main line was blocked by train No. 58 and Glenn was standing on adjoining track when he was struck by the switch engine, which was moving slowly south. The enginemen did not see the man at all before he was struck.

Joe Winston, section laborer, was injured near Glass, Miss., December 10, 1919. While riding on push car, with legs hanging over side, his trousers became fastened in cotter key and pulled him from the car.

Anna Gaston, passenger, was injured while alighting from train No. 44, Craigside, Miss., December 21, 1917, caused by train starting while she was in the act of alighting.

Automobile truck belonging to J. H. Harrison was struck and damaged by train No. 15 on first crossing north of depot, Lake Cormorant, Miss., June 4, 1920. The view was obstructed by cars standing on house track. Cars left standing close to crossings is a frequent cause of accidents.

Phil Scott, shop laborer, was injured, Vicksburg Shops, February 6, 1920, by attempting to adjust a pair of electric shears without stopping the machinery. The bar he was using was caught in the gear wheel, throwing him and injuring him severely.

Cadillac automobile belonging to J. M. Dutton was damaged by running into hole in Levee street, Vicksburg, Miss., April 10, 1919. Section men had torn up some planks to repair switch and left the hole in the street without protection.

Let us profit by the experience we have had in these accidents and endeavor not to have any more like them.

CONVERTED

During the course of a man's life there are many narrow escapes experienced, and especially if the man be the owner of a Ford. On Sunday morning, July 18th, about 11 o'clock, C. G. Burkeen, a prominent business man of Newbern, Tenn., and his wife, were driving in the country near Newbern, and when they reached the railroad tracks, rushed across the tracks immediately in front of north-bound passenger train No. 106, and had it not been for the quick action on the part of Engineer Jack Stokes in applying the emergency the auto-

mobile would have been demolished and its occupants killed. As any reasonable and appreciative man would have done under the circumstances, Mr. Burkeen immediately requested that Engineer Stokes be extended his sincere thanks and appreciation for the watchful eye and quick action that prevented a most serious accident. Mr. Burkeen also made an open confession that he very carelessly drove upon the track without stopping, looking or listening, as the law requires, or as the law of self-preservation dictates, and stated that in the future all laws and requirements would be adhered to in the operation of his Ford about railroad crossings or tracks.

SIXTEEN KILLED AND EIGHTY-FIVE INJURED IN SIX MONTHS

On the Illinois Central system for a period of six months. January 1 to June 30, 1920, there were a total of 122 automobile grade crossing accidents, in which accidents 16 persons were killed and 85 persons were seriously injured. The Illinois Central is only one railroad of about 6,000 miles. Think about what the total loss of life must have been on all the railroads of the country, embracing 260,000 miles.

The automobile grade crossing peril is one of the live questions of the day. Automobile drivers expect pedestrians to always be on the lookout for them, but they themselves refuse to always be on the lookout for trains, and consequently they are being slaughtered by the thousands.

LOST HIS CASE

Vincent Niola was employed in 1911 as a machinist at Paducah, and from that time until May 7, 1919, worked on an engine lathe, but on this date, while cutting down the collar in a non-pressure brake cylinder head, he stuck his right hand inside of the cylinder and it was caught between the tool and the cylinder head, cutting

and lacerating his hand very badly.

The lathe was inspected thoroughly within fifteen minutes after the accident by a shop committee, and they pronounced it and countershaft in perfect condition. The work in the lathe was completed by a machinist apprentice, who continued to work on this lathe for some months, and he was unable to discover any defects.

Niola suffered a disability of three months and nineteen days, which in lost time amount to \$490.00, and in view of a 75 per cent permanent disability, he was offered \$1,000, which amount he refused, and took his case up with the Railroad Administration at Washington, D. C., who refused to increase the offer.

Against the advice of many of his friends and fellow workers who knew the conditions thoroughly, Niola allowed himself to be persuaded to bring suit. The case was tried on May 24, and the jury returned a verdict for the railroad.

Niola swore on the stand that the lathe was defective and that his hand was in such condition that he would never be able to again follow his trade.

IT IS ALWAYS TRAIN TIME

A railroad train dashes into sight at the rate of fifty miles an hour, a driver loses his head, kills his engine on the track, and instantly innocent souls are dashed into eternity. The same old story with its horrors and sickening sights. Two such accidents occurred last Sunday, one near Franklin, Ind., when seven people lost their lives, the other at our neighboring town of Huntingburg, when ten were killed outright and eight more seriously injured, some of them fatally. And what is the cause? One word, "Carelessness." Practically every automobile that is run into by a train is the result of carelessness. It is much like the fellow who kills his friend with the gun because he didn't know it was loaded. Didn't know it was train time, didn't hear

the whistle, or thought the train had already passed. No excuse at all. *It is always train time* and it is the duty of every driver, especially when he has passengers, to know absolutely that the way is clear, to know that the lives entrusted into his care are safe. It is his duty to heed the warning at the crossing, "Stop, Look and Listen." If the driver had done this the tragedy at Huntingburg would have been avoided. Will this be a warning? Some will heed it for a time and to some it will always be a burning lesson, while others will go heedlessly along. — *Editorial Rockport (Ind.) Journal, July 1, 1920.*

DIRECTOR GENERAL OF RAILROADS WINS IMPORTANT CASE IN SUPREME COURT OF MISSISSIPPI

L. M. Cole, an employe of the Director General of Railroads, sued the Director General in the Circuit Court here for ten thousand dollars (\$10,000.00) for damages alleged to have been sustained by him in a fight with a fellow employe, Cannon. The case was tried in the Circuit Court and Cole secured a judgment for four thousand dollars (\$4,000.00). From this judgment the Railroad Administration appealed to the Supreme Court of Mississippi, and on last Monday the Supreme Court reversed and dismissed the case, holding that the railroad was in no way liable to the plaintiff for the injuries alleged to have been received by him in a personal difficulty with a fellow employe. Cannon was indicted by the grand jury for assault with intent to kill, and after Cole secured a judgment for four thousand dollars (\$4,000.00) Cannon was tried by a jury of Warren County and acquitted. Considerable interest was manifested by a number of employes in the shops, who took great interest in prosecuting Cole's case against the Railroad Administration. However, some of them, when Cannon was tried, reversed themselves and testified vigorously in behalf of Can-

non. They seemed to be willing for Cole to get the money from the government but were unwilling for Cannon to be punished for the assault.

The Supreme Court held that the railroad was not liable for an assault of one servant upon another servant when it was not committed within the scope, or apparent scope, of his authority in the prosecution of his master's business. This is an important holding of the Supreme Court, in view of the fact, that, if the Court held otherwise, all employers would have been responsible for the fights of their employes, without reference to whether the fight occurred in the

prosecution of the master's business or not. The Court announced that when two employes engage in a personal difficulty, if they, or either of them, are hurt, they, and not the master, must bear the burden.

This should be a warning to employes who engage in fights.

This holding of the Supreme Court will probably stop suits of this character. At any rate, the decision will have a tendency to make employes fight for other causes than to get a suit for damages against a railroad.

—*Vicksburg (Miss.) Herald, July 16, 1920.*

Couldn't Be Done, So He Did It

Somebody said that it couldn't be done,

But he, with a chuckle, replied,
That "Maybe it couldn't," but he
would be one

Who wouldn't say so 'til he tried.
So he buckled right in with a trace of
a grin

On his face. If he worried he hid it.
He started to sing as he tackled the
thing

That couldn't be done—and he did it.

Somebody scoffed: "Oh, you'll never
do that;

At least no one ever has done it."
But he took off his coat and he took
off his hat,

And the first thing we knew he'd begun it:

With the lift of his chin, and a bit of
a grin,

Without any doubting or quiddit.
He started to sing as he tackled the
thing

That couldn't be done—and he did it.

There are thousands to tell you it
cannot be done,

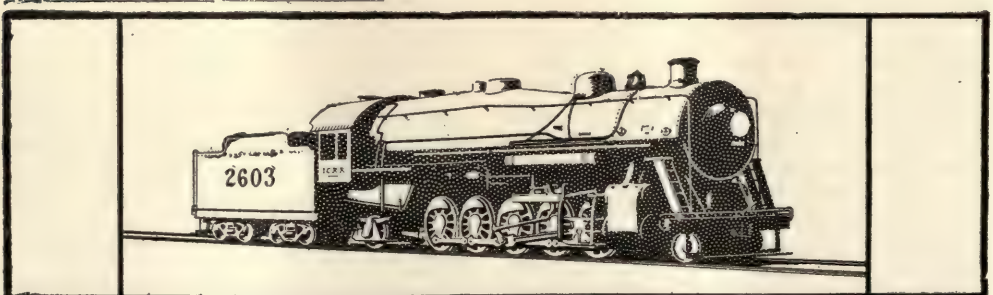
There are thousands to prophesy
failure;

There are thousands to point out to
you, one by one,

The dangers that wait to assail you.
But just buckle in with a bit of a grin,

Then take off your coat and go to it.
Just start in to sing as you tackle the
thing

That "cannot be done"—and you'll
do it.—*Exchange.*



Purchasing & Supply Department

Confidence

By W. F. Nauman, Assistant Division Storekeeper, Centralia, Ill.

One of the most important assets for a successful career is to have and hold the confidence of our fellow men. We are told that 90 per cent of the world's business is done on a credit basis, which is made possible by confidence between individuals. Let this confidence be destroyed and you have pierced the very heart of the world's trade and civilization. Our civilization as it stands today is based principally upon our commercial development, with confidence as its foundation.

As a supervising employe of the supply department I find that to cultivate the asset of confidence in the other departments which we serve, is to conquer one of the most difficult obstacles in making a success of our work and the department we represent. As a supply department we are called upon to make many promises to the other departments which look to us for service. Among the most important of these is the delivery of special items of material. Also at times our stock of some items of staple material has been depleted. In these cases we have, as a rule, anticipated our want in sufficient time, and order was placed in the usual manner, but owing to market conditions, delays in transportation, and other causes, delivery is not made to the storehouse at the time specified, and results in our not being able to replenish the stock before we are entirely out. In such cases we are requested by the supervising officers and foremen of the different departments to handle delivery of certain materials special, and to advise when can be expected in way of early delivery. In handling conditions of this kind we should always bear in mind the thought of confidence. After going over the situation thoroughly, advise the ones interested just what

you will be able to accomplish. Follow up and leave nothing undone to make your promise good, and should conditions arise and you see that you will not be able to fulfill your promise, do not wait until your attention has been called to your failure by the department interested—make it a point to notify them the result of your effort, giving the reasons. In most cases it will be possible to make some substitution, or change their plan of work, and your failure to get the particular material will not seriously delay their work. By handling in this manner all interested will feel confident of your efforts and in the future will be satisfied that you have handled conditions of this kind to the best advantage possible. Many times no further action will be deemed necessary by handling with officers in charge.

After this confidence has been gained, consider it sacred, and at no time make any promise that you do not feel reasonably certain you can fulfill. Also refrain from giving information of any kind which is misleading, knowing it to be such at the time. Nothing will be accomplished, and it will only tend to help destroy confidence which has been gained in other ways.

In our associations with our fellowmen, regardless of what they may be, confidence should be paramount in our thoughts, realizing that it is one of the "Rounds" of the ladder of Success. Bear in mind at all times that to obtain this round you must follow up to conclusion the small promises and naturally the large ones will be taken care of.

As the foundation of our great civilization and development is CONFIDENCE, so should it be in our daily routine of life. Make each day complete in itself, and after the Ladder of Success has been climbed we will find that the strongest round of that ladder was Confidence.

Things We Should Not Do

Be courteous to the traveling public wherever you find them. If you are not a trainman, it doesn't matter; show them that you have an interest in the welfare of the railroad.

A lady recently lost her pocketbook while boarding an express and did not miss it until the train was on its way. Three different trainmen volunteered assistance—one of them going back to look for it. Such treat-

ment cannot help but have a good effect on the operating revenues.

When loading company material use the same care you would use in loading your household furniture. Many articles such as glassware, tinware, small finished castings, etc., can be damaged by improper loading and the cost of same lost in addition to the labor of loading.

Cars are at a premium and no one should have a loaded car on hand without an exceptionally good reason for it. Everytime you release a car promptly you help to pay your next month's salary.

Watch scrap piles closely for good material. The man who throws away dollars in the scrap is not helping the railroad which employs him.

Every man should do his utmost to spread contentment. In your associations with

each other, try to make those around you more satisfied. Be cheerful and not grasping. This is the only way that the spirit of unrest which is handicapping our efforts, can be overcome.

You Male deadheads riding on the Suburban trains! Didn't you see that lady get on? She paid her fare; give her a seat.

How much fuel oil finds its way into the sewers or into the ground on account of leaky pipes? Fuel oil costs twice as much as it did a few years ago.

Those who store gasoline for use should use great care to prevent loss by evaporation. Gasoline is an expensive commodity for which the railroad spends a great deal of money annually.

Good-bye; will see you in September issue.

Letter from Canadian Pacific Railway Passenger Department, Thanking Central Station Baggage Room Employees for Service Rendered

Chicago, July 2, 1920.

Illinois Central Magazine,
Chicago, Illinois.

I quote for your information letter written by the General Passenger Department of the Canadian Pacific Steamship Service dated June 28th as follows:

"I hope that you will make it a point to compliment the boys in the baggage room at the Central Station for the nice manner and the courtesy they extend to our steamship agents and our steamship passengers. Several times lately our agents have remarked to me that they were very much pleased with the service in the baggage room and I feel that this has a lot to do with our being able to hold considerable of our steamship business for the rail lines.

Our steamship agents appreciate good service as well as anybody else and at the same time we went the baggage department in the Central Station to know that their efforts to give prompt and efficient service to our passenger and agents, is appreciated by everybody concerned."

This report is very gratifying, especially in view of the fact that the baggage room is seriously under-manned, it having been impossible to recruit the force to authorized strength for many weeks, resulting in the agent and his assistants being compelled to work twelve to fourteen hours a day, a pace which I fear they can not much longer continue.

H. L. Fairfield, Manager,
Baggage and Mail Traffic Dept.

Appointments and Promotions

Effective July 28, 1920, Mr. G. E. Patterson is appointed Acting General Superintendent of Northern Lines, with office at Chicago, Ill., vice Mr. J. J. Pelley, temporarily relieved to accept chairmanship of Chicago Terminal Car Service Committee.

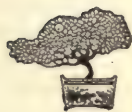
Effective July 28, 1920, Mr. J. W. Hevron

is appointed Superintendent of the Illinois Division, with office at Champaign, Illinois, vice Mr. G. E. Patterson, promoted.

Effective July 28, 1920, Mr. C. R. Young is appointed Superintendent of the Tennessee Division, with office at Fulton, Kentucky, vice Mr. J. W. Hevron, transferred.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Sunstroke

Inasmuch as we are now going through the heated term of months and many of us are exposed to the direct heat of the sun in some one of many out-of-door occupations in connection with railroading a few words regarding sunstroke may be useful in leading to a better understanding of this condition and its cause, also the circumstances leading up to its production and a consideration of their avoidance.

Sunstroke may be defined as an unconscious state produced by inflammation and congestion of the envelopes of the brain the result of exposure to the action of the sun's rays. The period of exposure varies largely in different persons, some being overcome by a few hours' exposure and others being able to work in the hot sun for hours without feeling any inconvenience.

The individual must learn his own resistance and govern his actions accordingly, for when the individual begins to feel dizzy and does not see things clearly he should stop work and get into the shade for a rest. It is better to do this when he first begins to feel badly than to exert himself to "keep up" with the idea that the feeling will soon pass off, for when he first begins to feel badly is the time that the bloodvessels in the envelopes of his brain are starting to become overfilled with blood and to make pressure upon the brain tissue, thus producing the vague feeling of uneasiness to which he is subjected. This is the time to stop work and get into the shade for a rest, for a little rest at this time will allow the congested blood vessels to regain their normal size and functionate as they should, thereby avoiding the danger of collapse.

The appearance of a person suffering from sunstroke is very characteristic, the face being red and feeling hot and dry, the breathing being either loud and snoring or feeble, gasping and labored. The pulse is usually rapid except in cases which have progressed unfavorably and then it shows the characteristic pulse of extreme depression and collapse. The fact that the per-

son so afflicted becomes rapidly unconscious and falls to the ground, sometimes dropping as if shot, is the characteristic sign which should call our attention to the "emergency" and no time should be lost in instituting the proper treatment. The fact that a man working in the sun for some time and who suddenly stops sweating is sufficient warning that he is about to have a sunstroke—this is not always easily ascertainable except by careful observation and when superintending a large number of men it is easily overlooked.

After the victim has been carried into the shade, carefully loosen all tight clothing, especially around the neck. Keep the head low and level with the rest of the body and apply cold to the head in any way convenient. Remember that the blood is collected in greater amounts than normal in the head and that the effort should be to draw this extra amount down from the envelopes around the brain—cold to the head and heat to the body will do this and it is on this principle that the treatment is started.

Send for the doctor at once—this is important—do not be deceived by the apparent slightness of the symptoms and think that a little rest will do all that is necessary. These cases often are progressive and get rapidly worse and one is not justified in assuming that it is not necessary to get a physician. The physician assumes the responsibility and should be given charge of the case as soon as possible in order to start the proper treatment and to watch developments.

With the removal of the patient to the shade and the application of cold water to the head the efforts for further treatment without the aid of a physician should cease for it is impossible to know what may happen to the patient unless under the observation of one trained in the handling of such cases and prepared to assume full responsibility.

If it is impossible to obtain the services

of a physician the case should be sent to the nearest hospital, there to be cared for until a doctor can come and take charge.

The case should be placed upon a stretcher and, shaded from the sun, should be carried to the hospital or to the nearest point, either a house or a shed, where the patient can remain undisturbed and obtain the care and attention of which he is in so much need.

It is to be borne in mind that relapses after regaining consciousness are by no means infrequent, hence the need of skilled care during the period of after treatment.

It is also to be remembered that a person once having suffered a sunstroke is more susceptible to a second attack and should be warned of this susceptibility.

Just a word as to heat exhaustion, with which sunstroke may be confused, although it is the opposite condition in every respect; the pateient is pale and clammy to the touch, the pulse is feeble and slow and the appearance is one of exhaustion—necessar-

ily the treatment is just the opposite of the treatment for sunstroke, stimulation being the keynote.

Now to recapitulate briefly:

Sunstroke occurs in those working in the hot sun for a greater or less length of time and usually coming on suddenly, is shown by the appearance of sudden unconsciousness, the patient usually falling to the ground.

The appearance presented by the patient is that of a man in a fit, face red and dry, pulse rapid and full and breathing noisy and blubbering. Note the point especially that the skin is dry—it is often noticed that the cessation of sweating immediately precedes the attack of sunstroke, so foremen are urged to be on the look out for this sign. The face is red and the pulse rapid and full. Immediately remove to shade and loosen clothing, then applying cold water to the head. Send for the physician at once and turn the care of the case over to him as soon as possible.

Illinois Central Railroad Company Hospital Department

Chicago, Ill., August 1, 1920.

TO ALL CONCERNED:—

Owing to the greatly increased cost of all surgical dressings, drugs, medicines, hospital supplies and other materials used incident to the treatment of sickness and other Hospital Department benefits, and also to the increased pay of Hospital Department employees, the latter being in keeping with the increases granted railroad employees, the income of the Illinois Central Hospital Department is not now sufficient to meet the expenses.

Consequently it has been determined that it will be necessary to slightly increase the monthly contribution, and it is felt that 25 cents per month will be sufficient for the purpose of maintaining the high standard of the many benefits furnished by the Hospital Department. Therefore, effective this date, monthly contributions will be fixed at 75 cents instead of 50 cents per month, as heretofore.

G. G. DOWDALL,
Chief Surgeon.

Approved:
C. H. MARKHAM,
President.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.
Dear Doctor:—

May 1st, 1920.

In these few lines, please let me take the opportunity to thank the Nurses and also the Doctors of the Illinois Central Hospital for the care which was shown me while a patient at this Hospital. Also I want to say frankly that the Illinois Central Hospital absolutely takes the best possible care of the Illinois Central employees. I

am an employe and have had the misfortune to become ill, and it was necessary for me to go to some Hospital for treatment. Consequently I went to the Illinois Central Hospital, and am most thankful that I am a contributor to the Hospital Department and hope to remain one as long as I am in the Service.

I do not know of any place that I would like to go when necessary to go in quest of treatment. The employes of the Illinois Central ought to be proud, and I am sure that they are proud, of such a Hospital as the Illinois Central Hospital at Chicago.

Truly yours,

(Signed) E. A. Armstrong, Brakeman,
Champaign, Ill.

Dr. G. G. Dowdall,
Chief Surgeon,
I. C. R. R. Co.,
Chicago, Illinois.

Chicago, May 5th, 1920

Dear Doctor:—

On behalf of myself and family, I wish to say a few words of praise for the Illinois Central Hospital, for the attention given my father, Thomas J. Cowan, who was an Illinois Central Employe and received treatment at the Illinois Central Hospital during the past several months. I will say that the Surgeons and Nurses cannot be praised too much and too much cannot be said in commendation of their fine qualifications.

I, myself, was an employe of the Illinois Central Railroad some nine years ago when the Hospital Department was started, and I have always been an ardent advocate of the Hospital Department. I believe many of the Illinois Central employes do not realize the many advantages of the splendid organization that they have at their service, and all for a mere pittance each month. Since leaving the Illinois Central, I have learned to regret many times the fact that I am not available for membership in the Illinois Central Hospital Department.

I wish to say that no better treatment is given in any Hospital in Chicago at any cost, and I feel sure that my father's case was given better surgical attention and hospital care than he could have received in any other Hospital in Chicago, and that, without any additional expense to him other than the 50c per month contributed to the Hospital Department.

Again extending my thanks for the attention given my father while under the care of the Hospital Department, I remain,

Respectfully yours,

(Signed) Frank E. Cowan
316 E. 29th St., Champaign, Ill.,

Memphis, Tenn., June 15, 1920.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Illinois.

Dear Doctor:—

I write to let you know that my brother George and myself were patients at the Illinois Central Hospital at Paducah, Ky. We went there on your advice, and all the time that we were patients at this hospital we were both treated just as nice as anyone could possibly treat us. We were there about two weeks and we were very much impressed with what a nice place it is and how nicely all the patients in this hospital were treated.

Both my brother George and myself were operated on while we were there, and have gotten a great deal of benefit from our treatment. We are both doing fine but have not yet been able to return to work.

I am writing to show you that we appreciate your kindness and also want to show our appreciation of the fine treatment that we have both received from the Illinois Central Hospital Department, also that our fellow employes may know what a fine hospital and excellent care is waiting for them, if required, in the new Illinois Central Hospital, Paducah.

This is all for the present.

Your friend,
Lewis Hawthorne,
Truck Repairer,
Memphis, Tenn.

Wilkie, Iowa, July 9, 1920.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.
Dear Doctor:—

Just a few words to you expressing my appreciation to you and your hospital force for the good treatment I received while there. I was in the hospital three different times, and the attention that a person gets there is all that one could wish for, and that is the way I found things to be. Words are inadequate to express the good I derived from the four operations I had for nasal trouble.

I will close by adding that I wish to see the good work continue in the future as it has in the past, and that the Hospital Department is one of the best things connected with this Company.

Your for continued success,

(Signed) W. P. Wall,
Agent and Operator.

WE LIVE



Two fool jackasses—Saw 'em get this dope,
Were tied together with a piece of rope.



Said one to the other "you come my way,
While I take a nibble at this new-mown hay."



"I won't," said the other, "you come with me
For I too have some hay you see."



So they got nowhere, just pawed up dirt,
And Oh, by Golly that rope did hurt.

TO LEARN



Then they faced about these stubborn mules
And said, "We're just like human fools."



"Let's pull together, I'll go your way
Then come with me and we'll both eat hay."



Well, they ate their hay and liked it too
And swore to be comrades good and true.



As the sun went down they were heard to brag
"Ah! this is the end of a perfect day."

Now get this lesson, don't let it pass
Railroad men should copy from the poor Jackass.
By pulling together tis the only way
To put your Division on the map to stay.

KMP
Springfield Divn

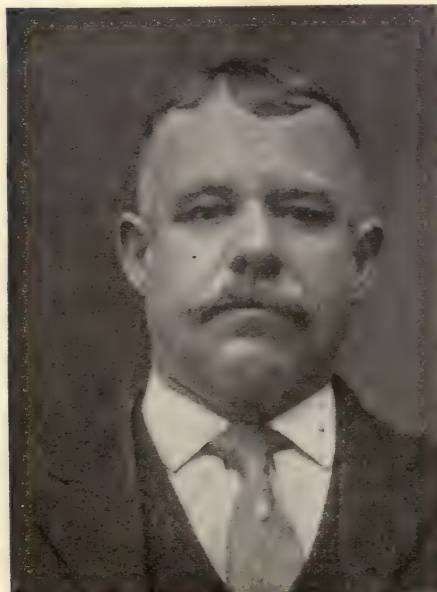


Name	Occupation	Yrs. of Service	Date of Retirement
Martin G. Rice	Engineman, Mattoon, Ill.	40	5-31-20
William Bosley	Crossing Flagman, Fulton, Ky.	20	5-31-20
Peter Swanson	Carpenter, Burnside,	31	5-31-20
Edward Harty	Brakeman, Chicago, Ill.	19	3-31-20

OBITUARY

The following deaths of Pensioners were reported at meeting of Board of Pensions held June 29, 1920.

Name	Last Employment	Date of Death	Term as Pensioner
John Croncs	Engineman, Illinois Division	5-28-20	6 years
Jesse D. Pettingill	Engineman, Kentucky Division	5-24-20	2 years
Joseph W. Thomas	Sand Dryer, Kentucky Division	5-27-20	15 years
Carl J. Schrandt	Janitor, Burnside Shops	6-12-20	3 years
John Brennan	Crossing Flagman, Springfield Division	6-6-20	4 years
Henry Rippberger	Car Inspector, Wisconsin Division	6-23-20	1 year
Prosper Grandadams	Section Laborer, Illinois Division	4-18-20	6 years



JOHN HUNTSBERRY

J. H. HUNTSBERRY

Mr. J. H. Huntsberry was born August 19, 1855. His father was Extra Gang Foreman for P. & E. Mr. Huntsberry began service under his father as water boy near Nortonville in 1872. Promoted to Fireman for P. & E. out of Elizabethtown, Ky., in 1874.

Promoted to Engineer in 1878, and was pensioned by the Illinois Central in 1918.

Died May 4, 1920.

A. J. LAW

Engineman, Mississippi Division

Born—March 7, 1858.

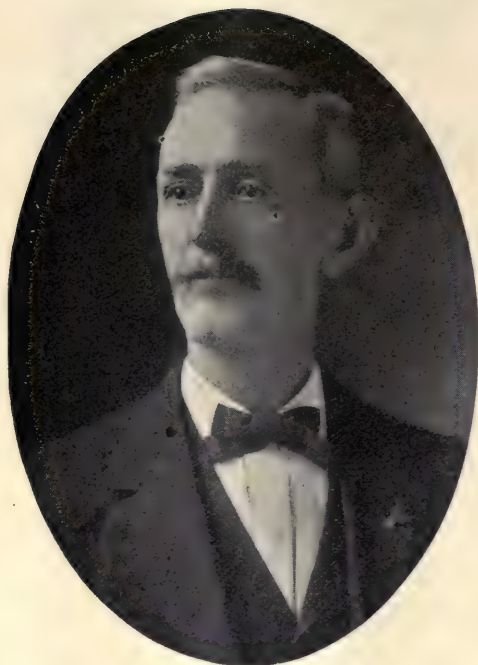
Died—May 20, 1920.

Age—62 years.

Employed, November 1, 1882—38 years' service.

100 per cent Engineman.

Following editorial from the Memphis Commercial Appeal, dated May 22, 1920:



A. J. LAW

"A. J. Law (Uncle Al), engineer on the Illinois Central for 40 years, is

dead. He was a member of Division No. 762 of the Brotherhood of Locomotive Engineers. He was one of the oldest and one of the best members. One day in and one day out has been the record of Al Law for many years. He grew old on his job, but he was more efficient with every day's work.

"In his long years of passenger train running he safely drew more than a million people, and not one of these was injured or killed through neglect of Al Law. His experiences had been thrilling at times. He was an engineer on the train which Rube Burrows robbed, many years ago, at Duck Hill, Miss.

"All the years of his life he was accurate, faithful and loyal. He loved his profession and exercised a splendid influence upon whomsoever he came in contact with. His friends were scattered from Jackson to Memphis and from Grenada up as far as Jackson, Tenn. They will mourn him, but they will rejoice that he goes into the other world with a first-class clearance card, a right of track over all, and the signals set for a through run."

Courteous Treatment by Conductor Trott Pleases A Patron

Mr. John Trott, Conductor,
Mattoon, Ill.

Dear Sir:

I am pleased to read, and further pleased to quote to you the following letter from Mr. Milton F. LeVey:

"Mr. H. J. Roth, Superintendent,
"Illinois Central R. R.,
"Mattoon, Ill.

"Dear Sir:

"Most people are very quick to file a complaint, but few are given to praise, and this brief letter has to do with the latter.

"I am a traveling man, and on Wednesday night, February 25th, I had the occasion to travel from Evansville, Ind., to Mattoon, Ill., on your road, the Illinois Central. It seems that I lost my ticket at the station and your conductor, Mr. John Trott (whose name I learned from the brakeman) gave me every consideration and through his efforts, by wiring back to Evansville, the ticket was found and my money refunded.

"Thinking you would like to know about this kind affair, I am,

Very truly yours,

“(Signed) Milton F. LeVey,
"1141 Bergen Street,
"Brooklyn, N. Y.”

I know in advance that you will appreciate the kind expressions contained in the above. You did not have to go beyond your usual kind and affable manner to do this,

but it just goes to show how such little acts of kindness, entirely within our own hands please the people.

Yours truly,

H. J. Roth,
Superintendent.

Mr. Milton F. LeVey,
1141 Bergen Street,
Brooklyn, N. Y.

Dear Sir:

It affords me pleasure to acknowledge receipt of your letter March 7th expressing your appreciation of the courteous treatment afforded you by the conductor on our Train No. 222, Evansville to Mattoon, February 25th.

It is just such small acts of courtesy to the traveling public that we desire all of our employes to exercise, and I assure you that it is gratifying to them as well as the officials to know that their efforts in this direction are appreciated.

Yours truly,

H. J. Roth,
Superintendent.

Contributions from Employes

Am I A Loyal Employee?

By W. A. Sensing, Special Agent, Memphis Division

Let the special agents look after that! is often said to employes who show an inclination to interest themselves in the protection of company property. The standard of efficiency is very low on any railroad where any employee seeking to protect company property, encounters reproach, and discouragement.

Every employe is a special agent, in one sense of the word. The rules and regulations makes him that, and his conscious grants no exemptions. I have heard employes remark that they never meddle with anything outside their departments. If we are more concerned with our privileges and immunities than with our duties, we are not loyal. And if we assume that the protection of company property is none of our business, and that it is the special agent's job, we are not loyal, and are dodgers and slackers.

Leaving things up to any one department is bound to bring disaster. The constant

vigilance and intelligent action of all employes is essential to good operation. Am I looking out for my company's interest? is the first question in the railroad catechism. Railroading is a complex business, but efficiency may be reduced to three essentials: Understanding, loyalty and co-operation.

I saw an engineer leave his cab and go nail a door on a car containing merchandise, which had become broken while switching. He did not have to do that; it was the duty of other employes as much as his. That engineer exemplifies the loyal employee, who is always on the job.

When we say to ourselves, "we hold an inalienable partnership in this railroad; the protection of its property, prosperity and efficient operation rests with us," then we have caught the spirit of true loyalty. Then, indeed, are we truly loyal employes, and contributors to the forces that make for its efficient operation.

Some Hints for Foremen and All Concerned

It Is a Bad Habit

By F. G. Murphy, Supervisor

Not to flag your way around bad curves.
To leave your car on track.
To hold a tie with a shovel.

To tamp ties under center instead of under the rail.

To let your men have your switch key.

To allow your men to open your switches.

To pass a bad rail in track. To say that it will hold until tomorrow; it may fail any time and cause serious accident, and possibly loss of life. This applies to rough track as well as to rail failures.

To allow your men to stand too close to track when trains are passing.

It is dangerous not to fully protect your track, when making high lift.

When making any lift around curves, where you cannot see trains, or where they cannot be heard. Also when putting in many ties at one place.

It is dangerous to run car when foggy.

To neglect to handle reports promptly.
To answer all correspondence promptly is best policy.

To pass a switch without looking for defects.

To leave car on public crossing, or to take them off of track at any road crossings.

To pass an open gate without closing same.

The above, for your information, to be avoided.

"The Expectorating Gent"

By William Wood, Machinist

My name is Bill O'Callihan,
And I'm a boomer from Spokane.

I have traveled the land from coast to coast,
And from Florida to Maine.

I worked awhile in Chicago,

And a day or two in Gwin,

Couldn't stay, didn't try,

So was on my way again.

I have worked in every town

That is worthy of the name,

I have worked for many railroads,

And believe I know the game;

I have worked in many shops,

And have worked with many men,

And in every shop where I have worked

There is one besetting sin.

I speak of the Expectorating Gent,

Who spits on all in sight.

He pulls out a Navy plug,

And takes a hearty bite;

He chews and chews until he chokes,

And ambeer covers his chin,

And then—Sp-choo—away he squirts,

His one besetting sin.

I crawl down into the pit

To tighten up a screw,

The floor is covered with his spit,

Likewise the rail is, too.

I get my hands into the stuff,

And some upon my clothes,

If that was not enough,

I sat where he bled his nose.

I have traveled, as I said before,

From Chicago to Gwin,

From Pittsburgh to the Golden Gate,

And from Boston to Cheyenne.

And in every town where I lit,

And every place I went,

I met the guy who scatters spit,

The Expectorating Gent.

The doctors tell about T. B.

They tell about the flu and grip,

They tell the way that you can catch them,

Just listen to their honest tip—

"Avoid the Expectorating Gent,

Who spits on all in sight,

For if you get your hands into his spit,

And then you take a bite,

B-Hm—old T. B.'s got you,

Not a bit of use to kick,

Soon you'll sing on high in heaven,

Or be roasting with old Nick."

Oh! you tobacco chewers,

Oh! you spitters and the like,

There's a place you'll call yours,

When you take that last long hike.

You that spit on my tools and level,

And upon the floor and rail,

Surely you will meet the devil

When you end the last long trail.

The Office Bell

By Henry Bream

Tinkle, tinkle little bell,
How I wish you were in hell,

Down below the office hum,
Sounding with old Satan's drum.

And your noise would cease to be,
Constantly a worrying me,
'Til I almost have a fit,
Which forbids me do my bit.

If my wish should come to pass,
I would clasp my hands at last,
And ye gods, could happy be,
Naught, at all, to worry me.

But I think my wish in vein,
And the bell must hear again,
If I would this job hold down,
For, lots of stenos buzz 'round.

Who, seeking to my job devour,
Little bell that rings so loud,
Make me, OF thy name, be proud.

From this day on, I'll sing thy praise,
As always have in bygone days,
When thy soothing noise I heard,
Which made me fly just like a bird.

So, ring on my little bell,
To the work we love so well,
Call me when you will or may,
And every half month hand the pay.

What is life now after all,
When we answer duty's call,
Makes no dif' how good nor well,
There'll be no pleasure without the bell.

To make us jump, to make us fly,
To make us laugh, to make us cry,
So here's to you my little bell,
"You little pest!" we love you well.

Just A Little Dope

By Jim Warren

Ya might have dough
Like banks of snow,
Ya might be a high monkey-monk
And you've everything from a diamond ring
To owning gold mines by the chunk.
Ya can buy yer way 'cause
Ya always pay,
That's why they all like ya so,
But there's one great grip
And that's old friendship,
That ya can't buy with all your dough.

There's many a lad
Who's face looks bad
And his rep. may be all on the blink,
But he may have a heart as big as a cart
And be a friend to some down-trodden gink.

When you're all out of luck
And you're stuck in the muck and your coin
Is about at the end.
Well, the lad that stands and holds out his
hands
Is the lad to call a friend.

The lad who's there
When your stomach's bare
And gives ya the last to his name,
He's the only guy under God's blue sky
Who should be in the hall of fame.

Ya might o' fell,
Nearly went to hell,
Still his friendship ya couldn't bend,
And he's pulled ya back; set ya on your
track,
And went on with ya still—yer friend.

To My Wife's Portrait

By C. E. Swope, Freight Claim Agents' Office

I gaze again upon your pictured face,
And backward, thro' the vista of the years
I drift, once more recalling time and place;
Where sometimes we had smiles, and some-
times tears.

I live again the happy days now past;
I tread again the paths we both once trod;

I cannot yet believe that at the last,
I'm left alone, my weary way to plod.

So I shall therefore surely not despair,
But trust that in the future, by God's grace
I'll rid myself at last, of grief and care,
And see once more your dear, sweet, living
face.

A Deserved Compliment to Conductor E. W. Winslow

JOHN C. FETZER,
Real Estate and Investments,
105 So. La Salle Street,
CHICAGO.

General Manager,
Illinois Central Ry.,
Chicago, Ills.

October 24, 1919.

My Dear Sir:—

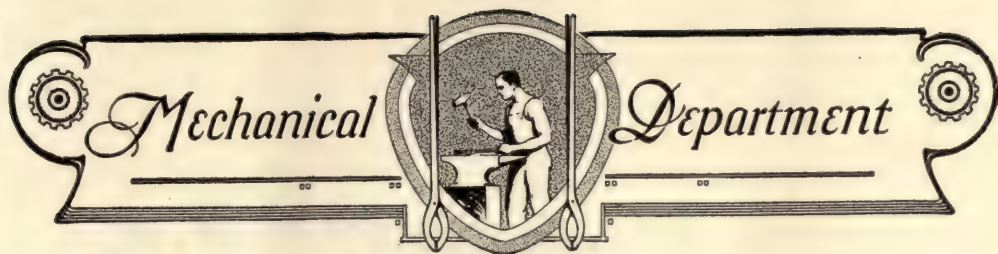
I want to write you in relation to an employe who is a stranger to me, but who was so capable that I feel your company is to be congratulated upon having him, and of course this is written without his knowledge, and I do not even have an acquaintance with him.

I came north from Champaign, Illinois, on Wednesday afternoon, October 23rd, on your train Number 24, and the Conductor of that train was one of the most competent men that I have ever met and I know from experience what a Conductor should be. He was so gentlemanly and courteous in answering all questions and put everyone so frankly in touch with the situation that we all had the best of feelings. Leaving Champaign 40 minutes late, he said if we get to Gilman in time to go in ahead of your train Number 20, that he would be very little, if any, late in Chicago. We arrived at Gilman at 2:40 and were ready to go at 2:42 which was the leaving time of your train from St. Louis, but your semaphore man apparently did not care to change his switch back and so let the St. Louis train out ahead of us so that he had to wait until the train first cleared the blocks and then kept behind it all the way to Chicago getting in here about a half hour late. It seems to me that this was poor railroading, but your Conductor, in answering it, said that he presumed there was a good reason for it and if he could have made it five minutes earlier he would have been let in ahead and he did not show any anger or disgust toward the company whatever; your engineer made a beautiful run from Champaign to Gilman and it was a shame to spoil his opportunity by letting the other train in ahead of him.

Again, I overheard two ladies asking him what time the C., M. & St. Paul train left Chicago for Dubuque, and he first answered them carefully, seeming to have all the necessary data in his pocket, but said, we have a perfectly good train for Dubuque and I think I can get them to hold it so that you can make the connection at once and will save you the drive across town and will get you into Dubuque an hour earlier than the other way and there is a dining car on the train so that you can get your dinner. They asked him if he was sure of making this connection, and he did not assure this but he said, I feel I can and I will telegraph and ask the man there to have tickets and to hold the train and if they do you will be that much ahead and if they do not you will be nothing out, and I will come and see you before we arrive at the station and see that everything is taken care of. Thus he saved them much inconvenience and gained two fares for your company. He seemed to have such a mastery of the situation in everything he did and was so broad in his views of handling everybody and everything and watchful both of the passengers' comfort and the company's interest that I want to congratulate you upon having him in your employ; as I say he is a perfect stranger to me and this is written without his knowledge. I do not even know his name.

Yours very truly,

(Signed) John C. Fetzer.



Maintaining Standards

By L. Grimes Jackson, Tenn

It is impossible to estimate the money that could have been saved the railroads, provided standard locomotives, engines and cars could have been designed, and maintained in all of their various parts for the different classes of service that railroad equipment is called upon to perform.

While it is true the subject has at all times received serious consideration by the railroad officials, it has only been of late years that any practical attempt has been made to put the idea into actual effect.

The advantages in adopting and maintaining standards are manifold; as the first result is a reduction in the material carried in our store rooms and supply houses, which enables a quicker turn-over and a minimum force to handle that department. It also permits the Mechanical Department Foreman, as well as the Store Department employees, to keep in closer touch with the supplies on hand and the supplies needed to anticipate future requirements in sufficient time for the Store Department to be prepared to furnish when called upon.

We realize on account of the varying differences in physical conditions obtaining on different railroads and the many different style of cars required to handle the various commodities passing over the road, it would require a vast number of locomotives and cars of different type, especially cars, which would naturally interfere with the adoption of similar types as a whole, but the application of the majority of the movable parts on practically all of the equipment could be standard and therefore interchangeable.

On account of the difficulty experienced in obtaining material due to limited supply on the market the necessity for restricting the number of different types of parts of equipment is great at the present and the need will

continue to increase as the supply is limited and there seems no prospect in the near future of any decided increase in the production of the supply parts.

There is a tendency on the part of some employees to vary from the standards adopted but if they would only stop and consider that if one engine is equipped with a device that is not standard to other engines or if one car has any one of its parts that is not standard to other cars, it frequently makes a long and serious delay in obtaining the particular type that is needed. This not only decreases the engine and car miles per day but oftentimes works a hardship on the individual employees who are responsible for the maintenance of the engines and cars and reflects badly on those who are concerned in the operation of the engines and cars. This tendency, we find, is confined mostly to those who are the greatest beneficiaries through the maintaining of standards, i. e., the shopmen and the enginemen, who frequently request us to make changes in or install certain devices to engines which are at variance with the standard practice and in a good many instances they will make changes without being authorized to do so or in fact let it be known that these changes have been made.

The argument has been advanced that the practice of strictly adhering to standard parts prevents initiative or improvement and if this were true, it would be a serious objection, however, this objection can be overcome by carefully investigating the merits of an improved or new device, this to be followed by practical tests, and if it develops to be of greater merit than the one used or, in case the new device is economical, then, the replacement of the old device, after it has outlived its usefulness, with the improved type, can be accomplished without destroying initiative.



Office of
Illinois Central R. R. Co.

C. A. BECK,
 AGENT.

Dunleith, Ill., August 19th 1869

Presbyterian Church Excursion

To. Illinois Central R.R. Co.

For Charter Excursion Train, this date Dubuque to Galena "18 miles"	
Engine and Baggage Car	Free
Five Coaches at Rate \$1.50 per Coach per mile	135 00
Additional Charge, for Dunleith and Dubuque Bridge Tolls	
Five Coaches at \$12 ⁵⁰ pr Coach	62 50
	<u>\$ 197 50</u>

Received Aug^t 19th 1869 of Presbyterian Church Excursion Committee, One Hundred and Ninety Seven ^{and 50}/₁₀₀ Dollars in full of the above account

\$ 197. ⁵⁰/₁₀₀

C. A. Beck Agent

No 355
 Methodist Church
 S. J. B. Bureau
 Return to \$62.50.
 Paid Nov 29. 1869
 order 11/31/8

The Sanbitch & Dubuque Bridge Co
 will refund to the Methodist Church
 \$62.50 and Sister has a \$50.00 dollar for 5 by
 check for bridge toll in amount of the amount
 shall be paid to them by the Illinois Cent
 R. R. Co. - It is about the 1st Oct 1869
 a 1/2 about 1870
 at that
 W. B. Massey
 Secy

Received Dubuque Nov 29. 1869
 of W. B. Massey Secy Sixty two \$50.00 dollars
 on acct as per foregoing agreement
 W. B. Massey
 Secy of I. C. R.

Meritorious Service

Towerman J. A. Wagner, Kensington, has been commended for discovering and reporting brake beam dragging on train 75, passing Kensington, July 14. Train was stopped at Blue Island Junction and brake beam removed, thereby preventing possible accident.

During June the following gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands: May Heldenbrand, A. Vandewater.

On train 386, June 20th, Flagman W. P. LaGuess lifted employe's card pass account being in improper hands and collected cash fare.

Flagman Geo. Marsh, train 731, June 21st, lifted employe's card pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Illinois Division

Conductor J. J. Monohan, Champaign, has been commended for discovering and reporting cars P. & R. 89149, I. C. 85134, and P. L. & E. 8783, without light weight stencilled on same. Arrangements were made to have cars stencilled.

Operator Thomas Cather, Rantoul, has been commended for discovering and reporting C. & E. I. 45963, extra 1642 north, July 21, with brake beam dragging. Train was stopped and brake beam removed, thereby removing possible accident.

Operator R. V. Devenauges, Manteno, has been commended for discovering and reporting brake beam dragging under C. G. W. 5925, train extra 1644 south. Train was stopped and brake beam taken down, thereby preventing possible accident.

Brakeman E. Higgs, Champaign, has been commended for discovering and reporting St. L. & S. W. 50203 refrigerator billed as empty, and that it was loaded.

Conductor C. E. Henry in charge of extra 1690, June 28, has been commended for discovering and reporting G. & N. 30766 and N. P. 97771 with no light weight stencilled on same. Arrangements were made to have cars stencilled.

Fireman E. C. Hamilton, Champaign, has been commended for prompt action taken, upon seeing an automobile approaching track ahead of No. 7, at Odin, June 29.

Conductor M. B. Cavanagh, on train 24, June 2nd declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. S. Wiegel, on train 25, June 5, No. 2 June 8th and No. 34 June 20th,

declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor J. P. Mallon, on train 10, June 7th, lifted trip pass account having expired and collected cash fare.

Conductor R. W. Caruthers, train 525, June 11th, and 126, June 24th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

St. Louis Division

Conductor W. C. Walkup, train 624, June 2nd, declined to honor card ticket account having expired and collected cash fare.

Conductor A. E. Reader, on train 9, June 27th, lifted annual pass account not being countersigned.

Springfield Division

Section Foreman E. Reuben, Moweaqua, has been commended for discovering and reporting broken truck springs and casting, June 22, A. T. & S. F. 16819. Train was stopped and car set out at Moweaqua, thereby preventing possible accident.

Wisconsin Division

Conductor W. D. Ryan, train 315, June 11th, declined to honor card ticket account expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. H. Quinlan, train 29, June 19th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Kentucky Division

Conductor J. W. Robertson, on train 101, June 12th, declined to honor ticket account having expired and collected cash fare.

Louisiana Division

Conductor J. A. Fulmer, on train 2, June 6th, lifted trip pass account previously having been used for passage. Passenger refused to pay fare and was required to leave train.

Conductor L. E. Barnes, train 4, June 6th, lifted trip pass account being in improper hands and collected cash fare.

Conductor R. E. McInturff, on train 31, June 11th and 19th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train 24, June 24th, he declined to honor annual pass account having expired and collected cash fare.

New Orleans Division

On train 12, June 25th, Conductor S. K.

White lifted trip pass account having been altered. Passenger refused to pay fare and was required to leave train.

On train 31, June 29th, he lifted term pass account being in improper hands and collected cash fare.

A LAUGH OR TWO

The case looked black against the prisoner, who was charged with loitering suspiciously at the railway station.

Presently the magistrate said sternly:

"This lady says you tried to speak to her at the railway station."

"It was a mistake," pleaded the man in the dock. "I was looking for my wife's young niece, whom I've never seen, but who'd been described to me as a handsome young lady, with golden hair, well-cut features, fine complexion, perfect figure, beautifully dressed, and—"

With a charming blush, the principal witness against him interrupted his flow of eloquence.

"I don't wish to prosecute the gentleman, sir," she said to the magistrate. "Any one might have made the same mistake."—*Clipped.*

A Menagerie of Switches

Every boy knows what is meant by a "flying switch" and has thrilled at the hazards taken by trainmen as car after car is shunted swiftly down the yard by the kick of an engine and directed to different tracks in rapid succession by quick throws of the switch.

A well known financial railroader of New York and practical railroader in France during the war was not acquainted with the term, however. One day a sergeant-major of the pioneer regiment he commanded saluted and said:

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.



PLAY SAFE—BUY BONDS

WE'RE talking to *you*. You worked hard for your money. Be careful how you invest it. Play Safe—Buy Bonds. H. O. Stone & Co.'s First Mortgage Real Estate Gold Bonds are your best buy. The security behind them is *absolute*. Denominations of \$100—\$500—\$1,000.

Don't wait until you have saved a lot of money. Begin now—with any amount—any time. *Your money begins to earn 6% interest from the date of each payment.*

H. O. Stone & Co.'s 33 years' experience in the investment banking business is your *guaranty of safety* in buying our First Mortgage Bonds.

Write us, or call, or telephone Main 1865, for our booklet, "*That \$10 Bill.*" It tells all about our Safe Bonds and how to buy them on our Partial Payment Plan.

H. O. STONE & CO.

Established 1887

Incorporated

FIRST MORTGAGE REAL ESTATE BONDS

CONWAY BUILDING

S. W. COR. CLARK and WEST WASHINGTON STS.

Please mention this magazine when writing to advertisers.

"Sir, private O'Toole of the train gang has just been killed on a flying switch."

The colonel was nonplussed, but it is a standing rule of the service never to confess ignorance to a subordinate. Some sort of action was apparently expected of him to safeguard his men and he quickly reached a decision.

"Get out a letter at once," commanded the colonel. "Order every damned one of those flying switches at this rail-head removed and put in storage. Replace them with those frog switches that came in yesterday."

Professional Jealousy

It was one of those rare occasions when Sir E. Marshall Hall, the lawyer, lost a case, and wasn't feeling so very happy over it.

"Your profession doesn't make angels out of men, does it?" said a medical friend, teasingly.

"No," retorted Sir Edward, "that one thing we leave to you doctors!"

Interested

Old Pa Pscadds—I won't have you marrying a mere clerk. You tell that young man to

LAW OF LOSS AND DAMAGE CLAIMS. Only book published on the subject. Over 600 pages. Used by attorneys, traffic and railroad men everywhere. \$9.50 delivered. **FLANSBURG & GUNDERSEN**, Suite 805, 538 So. Dearborn St., Chicago.

keep away until he has an interest in his firm.

Myrtle Pscadds—Why, dad, he has that now. The manager told him he'd have to take some interest in his work or he'd lose his job, and he's already done it.



Keep
Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying
Murine
Night and
Morning.

If your Eyes
Tire, Itch
or Burn—
if Sore,
Irritated,

Inflamed or Granulated,
use MURINE often.

Wholesome-Cleansing-Healing
Refreshing-Soothing

Write for our free "Eye Care" book.

Murine Eye Remedy Co.
9 East Ohio Street, Chicago

NEWS of the DIVISIONS

SPRINGFIELD DIVISION

Mr. M. M. Backus, district engineer of Waterloo, Iowa visited several days in Clinton recently.

Mr. G. E. Patterson, superintendent Champaign, was a business visitor in Clinton Saturday.

General Superintendent Williams of Waterloo visited in Clinton Tuesday evening.

General Wire Chief G. R. Steward, of Chicago, made a business trip to Clinton Wednesday.

Trainmaster M. J. Flanagan, of Freeport, was in Clinton recently.

Allington Minser was checked in as agent at Spaulding June 22 vice Bert Long resigned.

T. R. Cox has been checked in as agent at Maroa, in place of Fred Plate, who has

been promoted to supervisory agent with headquarters at Clinton.

Mr. Melton and Mr. Morris of Chicago were visitors in Clinton recently.

Harry Simmons made a trip to Springfield Thursday afternoon.

Wm. Stern, formerly employed at Clinton, was calling on friends in division offices recently.

Charles McAdams, formerly employed in the roadmaster's office, was in Clinton recently visiting friends.

Claire Grey attended the Elks' convention in Chicago Wednesday evening.

Mr. M. Sheahan, of Rantoul, spent Friday in Clinton.

Chief Dispatcher Mallon is taking his annual vacation. Mr. Huff is acting as chief dispatcher.

Miss Clara Hoyt has returned from a week's vacation at Eldorado Springs.

Miss Nora Banks and Miss Della Morrison have returned from a trip East where they visited Seneca Falls, New York, Niagara Falls and Watkins Glenn, N. Y. Miss Dorothy Morrison accompanied them home.

Harry Smith, of Chicago, was calling on friends in division offices recently.

Mr. and Mrs. Henry Peters visited friends in Clinton recently.

SHOES—TWO PAIR—SHOES

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is to pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course you don't expect full details of an amazing offer such as this in such small space and you are right. If you look for our big six and a half inch illustrated ad in this issue, you will get full particulars. Wolfers—Dept. 99 at 1291 W. Van Buren Street, Chicago.

Operator Ritchie enjoyed several days vacation recently.

Asa Phelps, storekeeper St. Louis, was calling on division friends recently.

Conductor M. J. Kennedy has been enjoying a vacation, visiting different points in Colorado.

F. T. Kraft, instrumentman, was a business visitor in Decatur Tuesday.

Harry Miller, clerk in roadmaster's office will visit over Sunday in St. Louis.

Mrs. W. J. Apperson, wife of Instrumentman Apperson, has returned from a visit in Ft. Dodge, Iowa.

Assistant Engineer J. W. Swartz and Rodman D. T. Overby were in Litchfield Friday on company business.

W. J. Apperson has returned from a brief trip to Chicago.

Miss Elizabeth O'Brien, clerk in supervisor's office, Pana, has returned to her home after spending several days in Clinton.

Miss Geraldine Reynolds, stenographer in roadmaster's office, will spend the week end in Bloomington.

Clinton Shop

Perhaps the readers of our monthly magazine have wondered if the Springfield division shop is still in operation, and we wish to take this opportunity to advise that the shop is still running to its fullest capacity and with the same old time "pep." The note editor resigned some time ago, and a new one has just been appointed, and we will endeavor to entertain the readers each month as they have been in the past.

We have a base ball team again this year that we are very proud of and they are



SPRINGFIELD DIVISION PICNIC CROWD AT WELDON SPRINGS

"rearing to go," and got a lot of "pep." Although we have a few new men on the team this year they are fully equal to the occasion at all times. Up to the present writing they have played seven games, winning 4, losing 2 and tying 1. The two games lost were pitchers' battles from the start, and were lost by one tally. First game lost 5-4 and the second 2-1. Both of these were lost to the Heyworth team and before the season is over we intend to even scores.

The season's score is as follows:

Heyworth	5	Clinton	4
Heyworth	2	Clinton	1

Batteries for Clinton, Polen and Hamilton, two games.

Normal Grey's	4	Clinton	7
Normal Grey's	2	Clinton	11

Batteries for Clinton, Lane and Hamilton, two games.

Clinton Junior	I. C. Shops.....	7
Moose	3	

Batteries for Shops team, Jenkins and Hamilton.

Clinton Junior	I C Shops.....	0
Moose	0	

Batteries for Shops Team, Polen and Hamilton.

Clinton American	I. C. Shops.....	9
Legion	5	

Batteries for Shops Team, Jenkins and Hamilton.

The line-up used this year is as follows:

Andrews	L. F.	James Hamilton...	
Jordan	2nd		Catcher
Brennan	3rd	Lane	Pitcher
John Hamilton	1st	Jankins	Pitcher
Hart	R. F.	Polen	Pitcher
Underwood	S. S.	Howard	W. O. F.
Owens	C. F.	T. B. Howard..Mgr.	
		S. P. Samuel..Secy.	

The team has a few open dates for August and September and teams who have a few open dates will be considered for dates, so if you feel lucky would like to hear from you. Please address the Manager T. B. Howard or Secretary S. P. Samuel.

Miss Glenna McKinney, assistant accountant M. M. office left the 9th on her annual vacation. Would not leave a line up as to where we could locate her, but we think it will be a trip to the "Lakes."

Mrs. Hester Fish May, steno for M. M. Needham, is enjoying a three months' leave of absence, which she is spending at her home.

John Hamilton, Jr., machine apprentice Machine Shops, has returned to work after a 15-day trip to Hot Springs, Ark., for benefit of his health.

Roundhouse Foreman J. J. Morgan is taking his annual leave this month, and from the reports we understand he is spending most of his time at home, and "motoring" the county. Pardon the error, we intending to say "flivvering." During his absence, As-

sistant Foreman Ohley is taking his place, who is relieved by Machinist Putman.

Painter Foreman Taylor is away on his annual leave this month also, and is spending most of the time along the Illinois river, causing trouble amongst the "finney tribe."

Machinists Robert Knight, Thornton Howard and Mach. Appr. Fred Howard spent Thursday in Chicago and attended the Elks' convention.

Boiler Shop Foreman Stokes will leave on his annual vacation the 16th.

General Foreman F. J. Holsinger spent Thursday morning with Master Mechanic Powell at Burnside shops and attended the Elks' convention during the afternoon.

Machinist Edgar Ives, of Wapella, spent Sunday with friends in Clinton, but failed to call on his friends at the Shops.

The heads of the locomotive, store and car departments of the shops held a fish fry June 30th at Weldon Springs and there were twenty-three present from the three departments. It was a most successful meeting, and others are planned for the summer months.

A permanent organization of the twenty-three men who attended the affair will probably be formed within the near future for the purpose of discussing problems and staging social affairs like that of the past. All present showed much interest and everyone is willing to form a permanent organization.



MASTER MECHANIC NEEDHAM AND TRAVELING ENGINEER ZANES AT SPRINGFIELD DIVISION PICNIC, WELDON SPRINGS.

When it comes to eating fish we have in our midst two champions. Wrecking Foreman Menefee can set the pace, but none too fast for Mr. Needham, our master mechanic. After the repast addresses were delivered by Traveling Engineer C. L. Zanies and Machine Shop Foreman Frederick DeLoss West, who delivered a very eloquent address on "Economics."

Those present for the fish fry were Master Mechanic H. L. Needham, Traveling Engineer C. L. Zanies, General Foreman F. J. Holsinger, Foremen C. C. Carroll, F. D. West, E. B. Barlow, Frank Bogan, Frank Menefee, William Adams, Homer Gray, J. J. Morgan, R. T. Ohley, D. T. Hess, M. G. Taylor, T. J. Burke, C. L. Henson of Springfield, W. A. Skinner, Fred Howard, A. E. Walters, Harry Andrews, Jeff Stine, J. E. Stokes and H. O. Britton.

The repast was prepared by Jacob Krehl and Chas. Zanies, Jr., and from the report made by our congenial Storekeeper Mr. Skinner there must have been an abundance for he made the remark that it was the first place he had been for two years where there was not a shortage of material. Assistant Storekeeper Walters concurred with this report.

Minnesota Division

Mr. P. E. Talty, chief dispatcher on this Division passed away at the home of his sister at Lemont, Ill., July 2nd, 1920. Although he had been in poor health for sometime, his death was a shock to his many friends on this Division. Mr. Talty came to the Minnesota Division in 1911 as track dispatcher, on March 20th, 1913 he was promoted to position of night chief and on January 15th, 1915, he was made chief dispatcher.

Mr. Talty was a member of the local order of Elks and the Knights of Columbus both organizations being represented at the funeral. Messrs. Fred Beyer and Martin Cooney representing the Elks and Messrs. J. W. Sims, H. Callahan and G. McCarthy representing the Knights of Columbus. The funeral was held at Lemont, July 4th.

We all extend our deepest sympathy to Mr. L. E. Strouse, train master, account of the sudden death of his wife, which occurred at his home in Waterloo, June 30th, also account of the death of his mother which occurred at Charles City, July 13th.

Misses Grace McDonald and Margaret Walsh, accountants, are spending their vacation in the west. Before returning home they will visit Denver, Colorado Springs, Salt Lake City, also Yellowstone Park.

Miss Marion Coffey has returned to work after spending her vacation in Clinton and Davenport.

Mr. Harmon Buckley, fireman, is the proud father of a baby boy.

Miss Lucille and Genevieve Sims and Lenna Lightcap spent July 4th and 5th in Chicago.

Mr. R. L. Guensler, chief clerk to superintendent, has returned from a two weeks vacation spent at the Twin Cities.

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Miss Martha Wunderlich, has resumed her duties as telephone operator, having been absent for sometime account of spraining her ankle.

Mr. Ralph McCarron, accountant, has taken a three month's leave of absence account ill health.

Mr. G. A. Saunders, accountant, and wife spent Sunday in Chicago.

Ray Harron, clerk in the freight house at Dubuque recently spent Sunday in Chicago.

Mr. John Umshler of Chicago has been appointed night yard master on this Division with headquarters at Dubuque.

Mr. J. J. Wheelan, conductor, has gone to Hot Springs, Ark., for his health.

Mr. Frank McCarthy has been appointed chief yard clerk in Dubuque yard office.

Miss Margaret Walsh, supervisor's clerk, recently spent the week end in Chicago.

Judd Joyner, yard clerk, Waterloo, comes to Dubuque every Sunday, as Judd says there is no "Coffey" in Waterloo.

Louisiana Division

Did you notice the smile of Vivian when Road Supervisor Mercer from Yazoo City visited us the other day? Good thing he doesn't live close by, for we might be losing one of our car record girls.

"Come to Beulah" read the note pinned to the neostyle given assistant file clerk to copy. Watch your step, Prescott, this is leap year and you'll be following those other benedicts.

The bricks purchased for paving our streets are doing double duty, especially when they furnish a soft resting place for "Speck," our chief record clerk's beau, who takes a seat thereon at 4 p. m. and patiently waits until 5 p. m. when is awarded by accompanying her home. How many more years has he to serve, Loretta?

Advice to all clerks—When you start on your vacation be sure and don't tell where you were going, for if you do, there may be a "report to duty" wire before your time is up.

Trainmaster McLaurine was somewhat embarrassed when he read the "news" in the June magazine—you know about his stopping at the Young Women's Christian As-

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sociation while in Chicago, and so, has asked that I take this opportunity to tell you that this must be kept quiet, for the general manager may question the \$4.00 per day hotel bill shown on his expense account. We will accommodate Eddie always.

Forgot to mention that Mr. E. J. Cope, Jr. has been promoted to position of chief clerk to roadmaster and Miss Marie Wardlaw, of the Accounting Department, has succeeded him as clerk in roadmaster's office.

Has any one seen Scottie? We used to see him once and a while around this office but am afraid that he is losing too much sleep going back and forth between here and New Orleans to see the girls. Room No. 10 Union Station—Watch out or you might have to go down in your pocket and purchase another wedding present. 'Tis June you know, and I might add, Leap Year.

Katy Browne went to Hammond today—investigating.

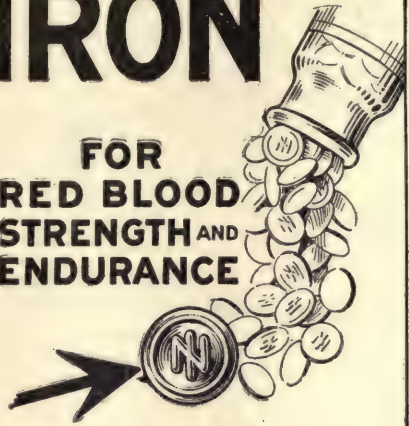
The Store Department has the guide fever also, and it runs so high that they made overtime looking for it—the steno is contemplating a trip to Los Angeles and we know that she is going to have a good time.

Mr. Nash Ogden recently resigned as accountant in this office to accept position with the Pere Marquette railroad in Detroit.

Misses Walker and Pimm are week-ending it, having spent one in New Orleans, Brookhaven, Memphis, and are going to

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chain as extra present. Write today. **E. D. LIFE, 337 W. Madison St., Dept. 8A85 CHICAGO**

Chi-ca-go soon. Imagine these two on Michigan Avenue. 'Fraid they are going to get lost in the crowd.

Our friend Tyner has just returned from a month's stay in Chicago, doing special work for the CAUSE. He reports the city O. K. but complains bitterly on account of not being able to cross Michigan Avenue.

Superintendent Quigley and also Private Secretary Dodds have gone vacationing. Assistant Chief Clerk McGuinness and his steno, Miss Ott, are off for ten days, the former taking the rest cure at home, the latter invading the wilds of the West.

We are very glad to have as our chief accountant Mr. Chenet Bourgeois, who has our assurance that we will co-operate with him in every possible way to make the Accounting Department of the Louisiana Division, the BEST on the system.

Supervising Agent McCloy has been visiting all the local officials and clerks trying to find some one who would say his recently purchased Airedale puppy is "pretty."

Engineer Clyde Martin got a cinder in his eye. He claims he was watching for signals. Who was giving you signals, Clyde?

Car Record Clerk, Miss Browder, has a grocery peddler hanging around at noon and in the evening regularly. Another present we assume?

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Browne is spending several days in Texas. Wonder why so many of our "girls" are picking Texas this year.

Our old friend, Floyd Cook is back with us in the Accounting Department.

The 109 Ranch has again been opened in the master mechanic's office. Suppose we will hear from them soon.

Our Supply Department needs an editor. Would like to hear from them sometime.

Trainmaster McLaurine and Claim Agent Small went with the crowd to Hammond swimming pool, but were afraid of the water. It is reported some one threw them in them pool with their clothes on.

Mechanical Department

Our boss, Mr. E. C. Roddie, has returned from his vacation trip. He and Mrs. Roddie claim to have had a very enjoyable stay at Cooper's Wells. Mr. Roddie says that he rested, but we heard about that "flying" trip to Vicksburg.

Welcome Circular 109! You always bring such pleasant employees. Welcome to our brother clerks from the North. We are glad to have Mr. Avegno in charge of the circular. The following are ably assisting Mr. Avegno. Sam Lee, Clarence Herrington, H. M. Schrader, Carl Hunt, Jack Causey, O. B. Quin, Jr., Misses Beatrice Martin, Ellen Rueff, Ruby Kohlman and Clara Griffin.

Our chief accountant, O. V. Lewman, is spending his vacation very pleasantly in Ohio.

After sixteen years of continuous service, Mrs. Hugh Craft has severed her connection with the I. C. and has gone to Jackson to reside. Our loss is Jackson's gain.

Miss Mattie Hesse, who has been with us the past two years left June 15th to spend a vacation in Iowa. After a week's stay our chief clerk received her resignation, for Cupid's darts had pierced her heart. The great thing came off on July 20th. The groom to be Mr. Lawrence Lee was one of the Circular 109 clerks. Note one effect of Circular 109.

Miss Ruth Lane, of Summit, Miss., has accepted Miss Hesse's place. We are indeed glad to have Miss Lane with us.

Miss Annabelle Craft has returned from college, and is back on the old Liberty Bond desk.

Car knocker, Neola Mae Ansley, who has been a clerk in the Car Department for the past month, has returned to the "Home Station" having accepted the position of locomotive timekeeper in this office.

Mr. Wardlow, our chief clerk, made a business trip to Chicago. He wore his palm beach suit, but Mrs. Wardlow received the following wire: "Thermometer dropped to zero. Send overcoat."

Miss Eva Bennett spent the 13th very pleasantly in New Orleans. She claims to have taken her mother to a specialist, but we have our doubts as little things she said lead us to believe she spent the day on the street cars.

Mr. R. R. Royal, general foreman, has returned from a business trip to Paducah. He reports a very interesting meeting.

Miss Mabel May still gets two letters a day from Blue Ridge, North Carolina. We are wondering how Mabel is going to keep her business from being in a "jam."

Mr. W. E. Drew, who now has Miss Ansley's position in the Car Department, has moved to Magnolia. He seems to enjoy his early morning rides.



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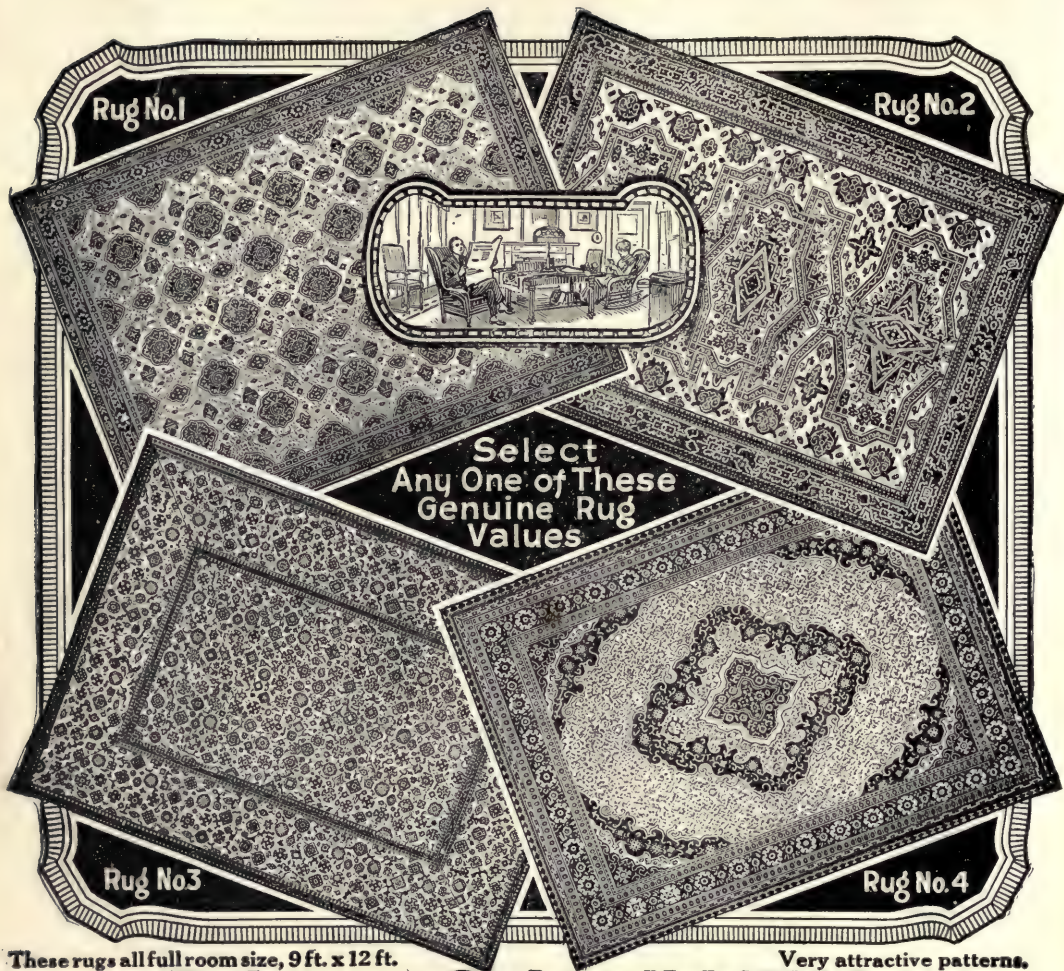
ILLINOIS CENTRAL MAGAZINE

SEPTEMBER 1920

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- ☐ Rug No. 22BBMA8. Price \$28.95. \$1.00 down; balance \$2.75 monthly.
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FRANK R. JUDD

Engineer of Buildings

Born Hamilton, Ontario, May 23, 1882, graduate of Public Schools and Chicago Manual Training School.

Entered service of I. C. R. R. November, 1899, as draftsman in Construction Department and promoted to position of Chainman, Rodman and Instrumentman on new line construction, leaving the employ of I. C. R. R. September, 1902, to accept position with C. R. I. & P. in construction party.

April, 1903, re-entered I. C. R. R. service as draftsman in Bridge and Building Department.

December, 1909, promoted to Chief Draftsman, Bridge and Building Department.

December, 1913-February, 1915, Assistant Engineer in charge of Construction Grand Central Station and track elevation Memphis.

October, 1915, promoted to Engineer of Buildings.

ILLINOIS CENTRAL

Magazine

Vol. 9

September, 1920

No. 3

A Story Involving a Party of Chicago Business Men, a Wager, and the Finest Train in the World

When the Panama Limited arrived at New Orleans the day following last Easter Sunday, after plowing its way through the worst snow-storm in history for that season of the year, a party of Chicago business men aboard witnessed an exciting finish of a 912 mile race against time which decided a bet of \$100 to \$5 that the train would arrive on or ahead of time. The story of the race and the exciting finish was recently told by one of the members of the party.

The Chicagoans had to make an Easter week trip to New Orleans on business. In the party were Mr. L. M. Nicolson and Mr. Samuel H. Hodge, of the real estate firm of Hodge, Chandler & Nicolson; Mr. S. Scott Joy, architect for the Central Manufacturing District of Chicago, and Mr. George M. McConnell, president of the Railway Terminal and Warehouse Company. They wanted to take an attorney with them and Mr. Fred C. Hack, a partner in the law firm of Winston, Strawn & Shaw, was invited.

Mr. Hack didn't like the idea of losing several days from his office and at first declined outright to make the trip. Mr. Nicolson explained the Illinois Central service. The party would leave Central Station in Chicago at 12:30 Sunday afternoon, arrive in New Orleans at 11:15 the next morning, have Monday afternoon and night and Tuesday morning for the transaction of its business, and would leave on the Panama Limited at 12:30 Tuesday afternoon, reaching

Chicago at 11:30 Wednesday morning. Less than seventy-two hours would be spent away from Chicago.

Still Mr. Hack demurred. Trains had been running behind schedule for several days, and he insisted that the Panama Limited could be no exception. But so strong was Mr. Nicolson's faith in the Panama Limited's performances that he offered to make a bet of \$100 to \$5 that the train would arrive in New Orleans either on time or ahead of time. The novelty of the bet appealed to Mr. Hack and he accepted. That was on Wednesday before Easter Sunday.

Saturday night that never-to-be-forgotten Easter blizzard descended and Sunday morning great drifts of snow had made their appearance on Chicago's streets and boulevards, and were becoming more formidable every minute. On top of this, came the news that the Chicago switchmen had walked out. By noon Michigan Boulevard was under six feet of snow. The Chicagoans went to Central Station, not knowing whether they would be able to get out of town.

The party arrived at the station at 12:15 p. m. The gatekeeper announced that the Panama Limited was not yet in the train-shed and that it was not known when it would be there. The members of the party telephoned to their families that they might not be able to leave. However, they waited, for their trip was an important one.

About ten minutes after 1 o'clock the

train was announced and the members of the party went aboard. The Panama Limited plowed its way out of the trainshed at 1:15 o'clock p. m., just three-quarters of an hour late. By this time all the members of the party became familiar with the terms of the bet and considerable good-natured raillery was directed against the participants in the wager. Mr. Hack's face was wreathed in smiles over what he thought was the prospect of winning \$100 at the risk of only \$5, but he said nothing, for the thought of having the stay in New Orleans cut short robbed him of some of the pleasure.

In spite of the drifts and the blinding snow, the Panama Limited was able to make up some of the time before leaving the storm district, and when Centralia was reached the train was just fifteen minutes behind schedule. The Chicagoans were preparing to retire when the Panama Limited reached Carbondale, just ten minutes late. The storm was still raging.

Next morning the members of the party awoke at McComb, Miss., to learn that the Panama Limited was on time, to the second. Mr. Hack had lost something of the exhilaration over the prospect of winning, but hadn't given up the ghost; there were still too many natural chances. The Panama Limited arrived at Hammond, La., still exactly on time. It looked as though the race were going to have an uninteresting finish.

But as Carrollton Avenue, in the outskirts of New Orleans, was reached, an unexpected element entered the situation when the train came to an unscheduled stop. The Chicago gentlemen did not learn why the stop was made. Only a minute was lost, but there remained only five minutes to the New Orleans

station, and when the Panama Limited started up again it seemed to Mr. Nicolson that the train was barely creeping.

Mr. Hodge had been chosen time-keeper and arbiter of the wager and his wrist-watch had been designated the official timepiece. As the Panama Limited approached the New Orleans station the referee announced that he would strike a table just as his watch registered 11:15 o'clock. The members of the party rose to watch him, as he stood with outstretched arm, to give the signal. The race was drawing to a close and only a few seconds remained. Just as the arm started to fall the air-brakes were applied, and Mr. Hodge's hand struck the table as the Panama Limited came to a dead stop in the station trainshed.

Mr. Hack paid the bet, while the other members of the party chided him for his lack of faith in a service so well demonstrated as that of the Panama Limited. Now he is a booster, too.

Needless to add, the party wound up its business transactions on time and arrived back in Chicago on schedule.

The secret of Mr. Nicolson's faith in the Panama Limited will be understood when it is explained that he formerly lived in New Orleans and has made over one hundred trips between Chicago and New Orleans on the Panama Limited. According to his own statement, the train never has been one second late at its destination.

"While in New Orleans I always went East by way of Chicago, in preference to taking the direct and shorter route, just to travel on the Panama Limited. I think it is the finest train in the world," said Mr. Nicolson to an Illinois Central man.



An Open Letter From President Markham to the Jackson (Miss.) Clarion Ledger

The following letter from President Markham was written the editor of the Jackson, (Miss.) Clarion-Ledger in reply to an editorial which appeared in that newspaper commenting upon the increases in freight rates, ordered by the Interstate Commerce Commission:

MR. T. M. HEDERMAN,

Editor, Daily Clarion-Ledger, Jackson-Miss.

Dear Mr. Hederman:

May I be permitted to take issue with your position as outlined in the editorial, which appeared in the Clarion-Ledger the 5th inst., on the action of the Interstate Commerce Commission in increasing the freight rates for the purpose of rehabilitating the national railroad machine and making it possible for it to absorb the \$600,000,000 increase in wages granted to railroad employees by the Railroad Labor Board.

At the end of Federal control, March 1, 1920, according to the report of Director General Hines to President Wilson, the Government had piled up a deficit of \$854,423,434 from 26 months' operation of the railroads. Comparing 1916 with 1919, the Southern carries found that their operating revenues had increased 58.87 per cent, while operating expenses had increased 110.88 per cent; that the operating ratio had gone from 66.63 per cent in 1916 to 88.44 per cent in 1919; that net income in this period had decreased 62.88 per cent, and that the rate of return on property investment had fallen from 5.90 per cent in 1916 to 1.88 per cent in 1919.

The carriers are now confronted with an increase in wages of more than 100 per cent; the cost of locomotives, cars and other materials has more than trebled; a comparatively few years ago financially strong rail-

roads could borrow money in abundance at from 3½ to 4 per cent, while the prevailing rate at the present time is double those rates; the cost of coal has trebled and all other commodities which must be used in quantities in the maintenance of great railroad properties have substantially increased in price.

For ten years preceding the great war, the carriers of this country were undernourished. The banks got so they did not look with favor upon their securities for investment purposes. Regulating bodies steadily and persistently tightened the noose around their necks. Each mile of line in the country in 1890 paid \$199 in taxes. Ten years later each mile paid \$431 in taxes, while in 1918 the taxes on each mile of line had risen to \$916.

All of these things took place in spite of the fact that the railroad men of vision were predicting that the throttling of the growth of the carriers was certain to result in a great calamity to the country. We have recently been, and, in fact, are now, almost touching the edges of that calamity. We have seen that it is a thing to be dreaded and avoided at any cost. There is no doubt whatever but that the high cost of living is attributable in a very large degree to the shortage of transportation. Neither is there any doubt but that ample transportation facilities will bring down the cost of living.

I am daily getting letters from shippers, from all parts of the Illinois Central, discussing, not rates, but cars. In every instance that has been called to my attention, shippers who formerly opposed increasing rates favor it now. It is fundamental that the railroads cannot grow unless they can borrow money. It is also fundamental that they cannot borrow money unless they

can offer investors suitable security, promising safety of principal and a reasonable return, and more than a reasonable return can certainly not be retained by the carriers under the new Transportation Act.

One big item of railroad expense, running into large sums of money, is the item of maintenance. Every automobile owner, every farmer, every housewife, knows something of the cost and entailing difficulties of deferred maintenance. That is one of the big problems confronting the railroads now. Another is enlarging their facilities and acquiring new facilities. For the next few years a billion dollars per year should be expended by the carriers of this country for these purposes: The growth and prosperity of the South depend upon this because agriculture and industry in the South have already outgrown the railroad plant.

The success of the carriers in carrying out the great plans which they have for restoring and enlarging the railroad plant depends largely upon public sentiment. The act of the Labor Board in increasing railroad wages \$600,000,000 per year was backed up and fully approved by the public. Why? Because the carriers were losing their employees by the thousands to industries paying better wages than they were able to pay—because industrial and agricultural prosperity depended first of all upon the functioning of the carriers, and they could not function if they lost their employees. The act of the Interstate Commerce Commission was backed up and approved by the public and the program of the carriers to enlarge and expand the railroad plant must likewise be backed up and fully approved by the public; otherwise, it will not go through. The carriers are now ready to borrow hundreds of millions of dollars. The reason why the opportunity seems bright for getting this money is that public sentiment now strongly favors the carriers and a reasonable return upon money invested in their proper-

ties. If there should be any change in the attitude of the public on this question, it would be impossible to get this money, and the future, instead of being bright with promise, would be uncertain in the extreme.

We cannot all see things alike. Unanimity of opinion on any question is a rare thing, but I believe that public opinion is more nearly unanimous on the freight rate increase than it has been on any great public question considered by the people in the last twenty-five years. The two leading candidates for President of the United States have very recently expressed themselves on this question. They recognize the situation as it is and make no attempt whatever to dodge the issue. Note these words from Senator Harding: "The work of rehabilitation under the restoration of private ownership deserves our best encouragement. Billions are needed in new equipment, not alone to meet the growing demand for service, but to restore the extraordinary depreciation due to the strained service of war." Governor Cox frankly says: "Any discussion of the question of food supply leads very quickly to the closely related matter of transportation. * * * There is no one thing which brings us so intermittently to critical conditions than the insufficiency of our transportation facilities. Both the railroads and the public are to blame. There has been no material addition to the total mileage in the last ten years, and the increase in terminals has been much less than required. * * * At the beginning of the war, the rolling stock was sadly reduced and inadequate. The public had not given in pay for service, sufficient revenues on which credit could be allowed by the banks. * * * Financial credit is necessary to physical rehabilitation and it should be sufficient for the periods of maximum demand."

The freight rate increase, in the aggregate, is large. It had to be to

meet the exigencies of the occasion, but if you take what the increase will mean to the individual—for example, the increase in the rate from Chicago to Jackson on a pair of lady's shoes is three-quarters of one cent; on a pair of men's shoes, one and one-fifth cents; on a man's soft shirt one-quarter of one cent; on a man's soft wool hat, one-quarter of one cent; on a man's derby hat, one-fifth of one cent; on a man's three-piece suit, two cents; on a man's overcoat, one and one-half cents; on a lady's tailored

suit, one cent; on a lady's fall coat, one and one-third cents; on a lady's winter coat, two and one-sixth cents; on a lady's summer dress; one-half of one cent—it will be seen that the rate increase will not be burdensome.

Another point of view, and a very proper one, is that the entire increase on both freight and passenger rates combined is only about 2 per cent on the annual production of the farms, factories and mines of the United States.

Yours very truly,

(Signed) C. H. MARKHAM.

The Illinois Central Contributes to Public Education On Railroad Problems

In furtherance of its long-standing policy of taking the public into its confidence on all matters of railroad management the Illinois Central is preparing to make what is expected to prove an important contribution to the cause of public education on railroad problems. During the coming year advertisements will be printed in several hundred newspapers, located in towns and cities served by the Illinois Central, each a frank discussion of some phase of the railroad problem. The first of this series of advertisements is printed on page 22 of this edition of the magazine.

In launching this educational effort, the phrase, "Constructive criticism and suggestions are invited," has been adopted as a slogan truly reflecting the general Illinois Central policy. It is believed that it will furnish the basis for a very close co-operation between the road and its patrons.

The advertisement will make its appearance in several hundred daily newspapers of the 1st of September and weekly newspapers on the first week of September.

Another feature of this effort to produce co-operation between the railroad and its patrons takes the form of an open letter which has been issued by

President Markham to the patrons of the Illinois Central. Already 75,000 copies of the letter have been put out in various forms, as posters, open letters and envelope stuffers. The letter was given a hearty welcome. Many newspapers have complimented the Illinois Central upon its attitude in letters and editorial statements.

Here is the letter:

Illinois Central Railroad Company
The Yazoo & Mississippi Valley
Railroad Company

Chicago, Memphis & Gulf Railroad
Company

To Our Patrons:

The only justification for a railroad's existence is the service it is able to render its patrons and, through them, the public. Therefore, the extent to which we of the Illinois Central System succeed in serving you is the extent of our success and satisfaction. We do not by any means claim perfection. In some instances we have fallen short of what you reasonably had a right to expect of us, but we believe that we shall again be able to more nearly measure up to your expectations, and we approach the future with confidence.

We realize that the growth of your

business is the criterion which should be considered in regulating the growth of the railroad plant. We also realize that the railroad plant should always be kept a little in advance of the growth of your business. Many things have intervened in the recent past to prevent that result, notably the great war, but we believe that the obstacles in the way of the expansion of the railroad plant from this time on have sufficiently cleared to justify the statement that the Illinois Central System, in the course of a comparatively short time, will have its facilities restored and enlarged to such an extent that it will be able to render you service 100 per cent efficient. But while we are restoring our cars to normal condition and enlarging our facilities, we are anxious that the most efficient use possible be made of available facilities.

On account of certain provisions in the new Transportation Act, some of you may feel inclined, when you have complaints to make, to make them direct

to the Interstate Commerce Commission. Instead of doing that, I would suggest that you first let your complaints come to us, and let us see what we can do about them. I would also like to suggest that if we are handling any particular feature of your business to your entire satisfaction, that you occasionally let us hear from you on that subject. Such information would be very helpful to us. It is a distinct advantage to us to know both sides—to know when we please you, as well as to know when we displease you. There are a lot of little kinks that can be smoothed out between us if we work closely together. I wish you to know that we are anxious to do that, and that we shall hold ourselves in readiness at all times to meet you more than half way in the well-known Illinois Central spirit of anxiety to serve its patrons well.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President.

President Markham Discusses What It Costs To Build Public Highways for Heavy Truck Traffic

The Rockford (Ill.) Morning Star, on August 15th, printed in full a letter which President Markham had written to Mr. John V. Riley, editor of The Star, giving pertinent figures on the cost of building public highways suitable for motor truck transportation. Mr. Riley a short time previously had printed an able editorial urging that the public give the railroads of the country an opportunity to make good under private control—that it lend every support to the effort to make the railroad plant efficient. He mentioned the cost of building highways suitable for motor truck freight transportation.

President Markham had heard testimony before the Interstate Commerce Commission that it costs \$60,000 a mile to build hard-surfaced roads of sufficient

strength to stand up under freight trucking. He caused an investigation to be made, and upon the results of that investigation wrote to Mr. Riley. The following is reprinted from The Star of the 15th:

WHAT HIGHWAYS WILL COST WHEN BUILT FOR FREIGHT

Editor, The Rockford Morning Star,
Rockford, Illinois.

An editorial which appeared in a recent issue of the Rockford Morning Star, headed, "Give the Railroads a Chance," interested me very much, particularly that portion of the editorial referring to the possible development of the motor truck as a competitor of the steam railroads, and your statement to the effect that such a departure would

mean an expenditure of a great sum for highways, which would have to come out of the general public.

\$60,000 Per Mile

Shortly after reading your editorial I was in Washington attending a hearing before the Interstate Commerce Commission and heard a prominent engineer from the state of New York testifying on this question. In the course of his testimony he said that it would cost \$60,000 per mile to construct a highway suitable for the heavier freight trucks. That figure somewhat staggered me when I considered it in comparison with the capitalization of the American railroads, which was, on December 31, 1918, \$67,799 per mile, including the surveying and purchasing of right of way, laying out and constructing of road-bed, and the cost of all rolling stock, buildings and other necessary appurtenances needed in rounding out a steam railroad plant.

Network of Concrete

I am informed that a truck transportation system, to be firmly established, would have to have a network of concrete or brick highways throughout the entire district served. To attempt to establish such a system without such highways would be analogous to attempting to establish a railroad without its lines of road-bed. It is therefore clear that in order to accomplish very much with truck transportation it would be necessary to build highways suitable for the purpose. That brings me again to the question of the cost of such highways. When I heard the New York engineer testifying before the Interstate Commerce Commission, it was difficult for me to believe that the cost should be so great for constructing highways. When I returned to Chicago I caused an investigation to be made, and, to my further surprise, I learned that the New York engineer's figures were not only free from exaggeration, but were actually conservative.

Eight Inches Thick

It should be borne in mind that a concrete highway eight inches thick and eighteen feet wide, such as is being con-

structed in the state of Illinois at the present time, will not answer the purposes of heavy motor truck transportation. The state has recognized this fact and has provided by law that the maximum load to be permitted on any axle of any vehicle using these roads shall not exceed sixteen thousand pounds, and the gross weight of any vehicle, including the weight of the vehicle and maximum load, shall not exceed eight hundred pounds per inch of the average width of tire of the road wheels of such vehicles in actual contact with the surface of the road.

For Heavy Trucks

Public highways could be built strong enough to carry the heavy truck loads against which the roads of the state are now protected by the vehicle law, but the first cost, the wear and tear and upkeep, would be at the expense of the public, while the benefit from building highways of the extra strength suitable for the heavier trucks would be derived by the truck owners and their patrons. There is no doubt but that inter-city truck transportation in populous communities would serve a good purpose, but whether the tax payers would consent to tax themselves for building highways of extra strength, when only those interested directly and indirectly in truck transportation would receive a benefit is a live question which remains unsettled.

Constructive Policy

In any consideration of this question the fact should not be lost sight of that the Interstate Commerce Commission is pursuing a constructive policy toward the railroads, which will result in restoring their credit. This will enable the railroads to enlarge their facilities to proportions that will fully meet the demands of the public for transportation. When the railroad facilities are so enlarged—a thing certain to take place—a truck, carrying $3\frac{1}{2}$, 5 or $7\frac{1}{2}$ net tons of freight, operated by one man, and sometimes two men, can never successfully compete with a freight train carrying an average of 700 net tons of freight operated by a crew of five men.

C. H. Markham.

An Interesting Relic of Early History of the Illinois Central, Recalling the Civil War

The days of the Civil War on the Mississippi, in the early history of the Illinois Central Railroad, are recalled by an interesting relic which Samuel M. Felton, president of the Great Western, recently presented to President Markham. It is a United States military ticket, issued Jan. 22, 1863, by C. A. Beck, then the Illinois Central agent at Dunleith, Ill., the station which has since become East Dubuque, for the transportation of eighteen men over the

ranking after Chicago and, possibly, Cairo. It was a principal frontier point for traffic into the Great Northwest. That was before the river had been bridged and the Illinois Central had taken over the Iowa lines. It was a terminal point for transferring freight traffic to the river steamers plying to St. Louis and St. Paul, and to ferryboats crossing the river.

Then came the Civil War, and one of the principal military encampments in

Country of Issue at Station.	Issued by Illinois Central Railroad Company	
	UNITED STATES MILITARY TICKET.	
	<i>J. L. Ellis</i> Seventeen (17) Men	
	IS ENTITLED TO PASSAGE	
	From <i>Bloomington</i> to <i>East St. Louis</i>	
	<i>Chic Alton & St. Louis</i> R. R.	
Destination, <i>East St. Louis</i>		
Date of issue, <i>Jan 22 1863</i> <i>W. P. Johnson</i>		
General Ticket Agent.		
At Rates allowed by Government.		

Chicago, Alton & St. Louis from Bloomington to East St. Louis. A reproduction of the relic is given here:

Thousands of Illinois Central employes will recognize the hand-writing on the old ticket, for Mr. Beck was in the service of the I. C. System for fifty years, serving at one time as general manager. He was inaugurated into the Illinois Central service at Dunleith, in 1856.

Dunleith, which has passed from current railroad history long since, in those days was the third most important—possibly the second most important—station on the Illinois Central System,

that section of the country sprang up just outside Dunleith. Agent Beck was a personal friend of General Grant, and it is possible that the friendship was responsible for the grant of power of commanding transportation over foreign lines, as shown by the ticket. At any rate, Dunleith was an important military point, in view of the camp, and many tickets such as the one given herewith were issued.

Mr. Beck made good on his Dunleith appointment and was soon started on the road to advancement. He was made superintendent at Centralia, Ill., and then came to Chicago, first as general

superintendent. He was later made general manager and following his service in that capacity held positions successively as assistant second vice-president, general purchasing agent and chairman of the board of pensions. He held the latter position at the time of his retirement, in 1906, at the age of seventy years. He died in 1916. His son, B. A. Beck, is now assistant secretary of the Illinois Central Railroad Company.

The relic itself has had an interesting history, quite apart from its origin. It found its way into a collection of Dr. D. Briard, a Frenchman who in the early days practiced surgery in Chicago and St. Louis. His Chicago residence and office were on the present site of the

Monadnock Building. Doctor Briard was a collector of curios of many sorts. It is said that the coins alone in his cabinets were more than two men could lift. He died in the fall of 1882 and his collection passed out of the family. Much of it was sold. But among the relics were a large number of railroad military tickets, issued during the Civil War. These were kept by B. Briard, Jr., who is now purchasing agent for the Great Western.

Some time ago Mr. Briard, who now has dropped the "Jr.," found these tickets and showed them to President Felton. The one now owned by President Markham was removed from the collection.



Illinois Central Proudly Calls Attention to Its Record

There is a good deal of talk among uninformed people to the effect that the railroads have not been functioning for some time, and are not functioning at the present time.

If this talk were to the effect that the railroads are facing the task of attempting to move a greatly increased volume of traffic with an impaired and insufficient plant, or that the railroads had not kept pace with the growth of the country, it would do no harm, because it would be true, but any statement to the effect that the railroads have not been doing their utmost, and are not at the present time doing their utmost, with the facilities with which they have to work, must not be permitted to go unchallenged.

Perhaps the best answer which I can make to this unjust criticism about the railroads not functioning is simply to give here a statement of the gross ton miles of freight handled by the Illinois Central System, per year, for the last ten years, and the number of passengers carried one mile, per year, for the last ten years, which I do, as follows:

Gross Ton Miles of Freight.		Passengers Carried One Mile.	
1910.....	21,297,062,271	1910.....	745,818,345
1911.....	21,889,824,779	1911.....	811,282,510
1912.....	21,531,250,666	1912.....	807,969,807
1913.....	24,391,106,507	1913.....	815,812,320
1914.....	24,366,570,056	1914.....	832,881,282
1915.....	24,893,278,841	1915.....	747,797,713
1916.....	27,704,768,863	1916.....	850,797,693
1917.....	31,302,858,783	1917.....	982,111,873
1918.....	34,227,609,231	1918.....	1,026,898,494
1919.....	28,740,018,000	1919.....	1,142,044,011
1st 6 mos. 1920.....	17,568,332,000	1st 6 mos. 1920.....	568,884,894

**GROSS TON MILES OF FREIGHT FOR THE MONTH OF MAY, 1920,
WERE 3,253,664,000, THE LARGEST FOR ANY ONE MONTH
IN THE HISTORY OF THE COMPANY, AND
JUNE WAS A CLOSE SECOND**

The Illinois Central is but one railroad system out of many. I do not claim that its performances are any exception to the rule. No doubt many railroad systems have done as well, and perhaps some have done better than has the Illinois Central.

The Illinois Central personnel is anxious to serve the public even better in the future, and very earnest efforts are being put forth in that direction, but I hope our patrons fully appreciate that it will take time to restore our equipment and enlarge our facilities. I promise them that no time will be wasted.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central Railroad Company.

The Happy Courtesy of Living

By Frederick J. Robinson, General Passenger Agent

I wonder how many of you have thought of courtesy as a world product—just as important in the general scheme of life as the commodities manufactured by our big factories or grown out in the farming district?

It is difficult to walk a block or ride a mile these days, without hearing some one allude to the malady of underproduction, an ailment from which the business world and every individual citizen, is undoubtedly suffering.

Thought is focused on underproduction because insufficient supply, means the continued high cost of living, and that is a subject which vitally interests us all.

And so, it is a thought worthy of serious consideration, that courtesy is a tangle product, with a commercial as well as an individual value. Underproduction in courtesy means lowering the quality of service; full production in courtesy means one hundred per cent service and service is the backbone of business—the very sinew of industry.

Therefore, whether it may have occurred to you or not—there has never before been a time when adroitness, tact, discretion, cheerfulness and co-operative spirit, had such a portentous meaning as they have right now and it is in no sense an exaggeration to say that the practice of these innate virtues can do much to iron out a nation's problems and in a reflex way, aid in lowering the cost of living.

The lesson is peculiarly adaptable to railroad employes because of the enormous scale of contact with the public. It is perhaps generally conceded that the railroads passed through a very trying period in a most creditable manner. The exigencies of

war to a considerable extent inconvenienced the people and the people bore these burdens as they did other war burdens with fortitude and little complaint; they understood the physical limitations of even so efficient organization as an American railroad.

But conditions have changed again. Private control should be a spur to every one of the vast army of railroad employes to give the best effort of which he or she is capable; to demonstrate to the public that we are so efficient that we can and have responded to the call on us for better service than ever rendered before.

The population of our commercial centers is increasing; industries are springing up almost overnight; traffic is increasing and with it all, there is an opportunity to distinguish our service with courtesy, tact and a willingness to go more than half-way to do a little more than seems absolutely necessary.

The employe who meets this emergency, cheerfully and in a spirit of bigness, has attained a certain greatness, regardless of his remuneration or responsibility.

When he thinks of his railroad in terms of "we" instead of the company; when he makes it his inviolable rule to practice economy of time and materials, to smile, to love his work, to be kind and humanly helpful to the company's patrons, he is displaying fine American citizenship, reflecting credit upon himself and broadening his own opportunity for advancement.

More than that—he is speeding up courtesy production and doing something for the whole country.

The Right of Way Magazine, July, 1920.

Public Opinion

I. C. PROPERTY TO BE SEEN IN FILM

Featured Film Compiled To Impress Employes With Value Of Coal

Illinois Central property in Waterloo as well as in every other city on the entire Illinois Central division will be shown in a feature movie film which is now in the making. Preliminary pictures of important places have been shown from time to time, but the compiling of scenes from Illinois Central property in every city in the entire division is a new enterprise and planned

on a much larger scale and made for additional purposes than the smaller feature films.

J. W. Dodge, C. A. Lindrew and Mr. Melton, men who have specialized in this work for many years, departed from Waterloo yesterday after spending four days here taking photos of Illinois Central property. Mr. Dodge has supervised work of this kind for the Illinois Central for the past eight years and not daunted at the magnitudinous appearance of the recent project expects to master the task within a few more months.

"The outstanding purpose in compiling scenes of Illinois Central property in Waterloo and every other city on the division for a feature moving picture film is to bring home the idea of fuel conservation to all Illinois Central employes in a more forceful way than would result by the distribution of circulars and pamphlets. When completed the work will represent a historical sketch of the operation and progress of the Illinois Central railroad, which will be woven into a film for the purpose of giving employes additional information on the operation of a big railway and finally leading up to the question of fuel conservation, which is second to none in its importance. We want each and every one to know and realize while working that fuel is the second largest item of expense in operation and maintenance of a railroad—we want them to realize the importance of fuel conservation from the industry operation and railroad operation standpoints and also to know the value that coal has to the great consuming public. Our country-wide work is a great undertaking, but the beneficent results that it will unquestionably bring to employe and to the public will repay any amount of labor that may be expended upon such an enterprise."—*Waterloo Times-Tribune*, August 12, 1920.

"STOP, LOOK, LISTEN"

The adoption of railroad crossing signs bearing the above advice has doubtless saved many lives. Signs informing the passer upon a road that the railroad crossed the road at that point were common before, but the number of casualties continued to increase until the railroad magnates were led to offer a reward for some form of sign that would warn the passer-by against taking chances. The above phrase was offered among others and was at once adopted as succinct, forcible and likely to admonish caution.

Since the day of the automobile dawned the admonition seems to have lost its force. Otherwise, why so many automobile wrecks at railroad crossings? Some of them have wiped out whole families or carried grief into several of them. Street cars with their passengers used to be frequent victims of the rushing trains, until the traction companies adopted the practice of having the motorman stop the car until the conductor has gone ahead to look for a possible approaching train and signal safety if none was dangerously near.

But the man in charge of an automobile seems to feel as though that sign were not meant for him—even though he has women and children in his car. Motorists will dash over a railroad crossing with but a slight glance up and down the line of

tracks, or none at all. No wonder so many automobiles are crashed into at railroad crossings and lives extinguished every day. The man at the wheel of the automobile has a fearful responsibility upon him if he has friends in the car with him, yet the amount of recklessness the modern means of family transportation has drawn out or made evident in humanity is something fearful.

There is a remedy. Let the license of every car owner or chauffeur who neglects to stop, look, and listen upon approaching a dangerous crossing of any kind be revoked. Let those who sell or hire out automobiles take up this matter; they might save many an automobile as well as who is accustomed to accepting the courtesy of those who own these machines refuse to accompany any such friend the second time if they noticed such recklessness on any out-of-town trip on a previous occasion. —*Jackson (Miss.) News*, August 14, 1920.

INCREASED FREIGHT RATES NEGLECTIBLE

It would really seem to be unnecessary to issue a warning against profiteering based on the pretense that higher prices must be exacted because of the increase in railway freight rates. But such a warning has been sent out by the National Security League, and even one of the prominent railway authorities has seen fit to explain that such profiteering would be unwarranted. The reason they have done these things is based on experience. In the last half-dozen years, to go back no further, there have been repeated instances of the kind. In fact, every petty increase in cost was used as a pretext for exacting a very much larger selling price. A 10-cent increase in labor cost, for example, too often meant an extra charge of a dollar to the purchaser of an article. The thing was usually camouflaged by the use of percentages in stating the additional cost. Much was made of a 25 or 50 per cent increase in one item or another without regard to the proportion it bore to the total cost. This is what is apt to occur now. Emphasis is likely to be placed on the fact of a 25 per cent or a 40 per cent increase in freight rates rather than on the actual difference in the cost of transporting a yard of woolen or cotton goods or a pair of shoes. So Mr. Dixon, Vice President in charge of the traffic of the Pennsylvania Railroad, is entitled to some credit in giving, as he did the other day, a few typical instances showing by how little costs would be increased by the new freight rates. It really means a few mills extra on a suit of clothes or a pair of shoes, a sixth of a cent on a pound of flour and an absolutely negligible fraction of a cent on a yard of cloth. The explanation robs the profiteer of the last

vestige of an excuse to raise prices because of freight increase.—*New York (N. Y.) Times, August 15, 1920.*

I. C. ESTABLISHES RECORD MILEAGE

Average For July was 44.21 Miles per Car On Entire Division

Heeding the urgent demands of the Illinois Central Railroad management and by the shipping public, receivers and shippers of freight showed by their actions of last month that no drastic action need be resorted in order to make the "speeding up" process an effective issue. The greater attempts on every section in the entire Illinois Central division by the various traffic directors coupled with additional efforts of receivers and shippers, places the Illinois Central Railroad foremost in the average mileage for every car made per day, with 44.21 miles per day. The efforts compiled last month demonstrates that speeding up car movement with the purpose in view of establishing an average of 30 miles per day for every freight car in the country on all different lines, is not an idle dream.

The average movement of 44.21 miles per day made by all freight cars on the Illinois Central division includes delays, stops, repairs and all halts that are most commonly experienced. The record established in July is the best the Illinois Central have ever made in their long record of existence, and one which has been equalled by but few roads.—*Waterloo Times-Tribune, August 12, 1920.*

SAVING RAILROAD STATIONERY

Vice-President T. C. Powell, of the Erie Railroad, recently compiled some figures to show the comparative annual cost of the stationery and the steel rails used on that road, as mentioned in the issue of the *Railway Review*, July 24 (page 142). This comparison, according to advices from Mr. Powell, was made at the suggestion of Vice-President M. C. Kennedy, of the Pennsylvania Railroad, the object being to show that while "there is a great deal said about the cost of rail, which is handled by very few people, practically nothing is said about the cost of stationery, which is handled by every one on the railroad."

The Erie's expenditures for rails and stationery from 1915 to 1919, inclusive, as stated by Mr. Powell, were as follows:

Year	Stationery	Rail	Rail Price
			Per Ton
1915	\$403,125.20	\$660,386	\$30.00
1916	395,980.10	872,410	31.50
1917	560,565.83	658,839	31.50
1918	497,933.36	889,292	40.80
1919	541,474.55	781,143	40.80

An article in the *Erie Railroad Magazine* for July, after quoting the above figures, says: "It will surprise many Erie employees to know, as these figures demonstrate, that stationery calls for such an enormous outlay; and it will help to justify the efforts we have been making to convince employees who use paper and other articles included under the heading of stationery, that the subject is deserving of all the attention it is receiving."

"This great expenditure can be reduced by thousands of dollars if employees will interest themselves in the campaign."

"It is unnecessary to say to the average employee that those who do not waste the company's supplies are rendering a service that is sure to be recognized; also that those who throw away or destroy property that should be used are making reputations for themselves that will not be creditable."

"Paper of all kinds is not only expensive, but very scarce, and much of it is wasted, not wilfully, but carelessly. The big offices, where large numbers of clerks are employed, have an opportunity to demonstrate what they can do. Why not form paper-saving organizations in some of the offices and make a few records? It will help mightily, and injure no one. Let 'Save Stationery' or 'Save Paper' be the slogan."—*Railway Review, August 14, 1920.*

FREIGHT RATE EFFECTS

The railroads having got increased freight rates, railroad officials now are attempting to show that greatly increased retail prices will not be justified. If such increases are made the railroads cannot be blamed, they say. George D. Dixon, vice-president of the Pennsylvania Railroad system, has compiled a table indicating what the increases mean. He shows that the increase in freight cost on a suit of clothing, hauled between Baltimore and Philadelphia, will be 6 mills, or a trifle more than one-half cent. The increase on a barrel of flour from Minneapolis to Philadelphia will be 33 cents. One crate of eggs may be shipped from Chicago to Philadelphia at an advance of 15.4 cents, and as there are thirty dozens in a crate the additional cost a dozen will be about half a cent. Eighty pounds of oranges—one crate—will travel from Lakeland, Fla., to Philadelphia at an increased freight charge of 30.6 cents.

Mr. Dixon asserts that the increase a pound on dressed meats, from Chicago to Philadelphia, will be 2.7 mills in carload lots, or 4.4 mills in less than carload lots. Packing house products, in carload lots, will pay 1.7 mills more for each pound and in less than carloads 2.4 mills.

The increase in rates between Chicago and Indianapolis is not given in the Dixon table, but the distance from Chicago to Philadelphia is a much longer haul and in-

creases here would be proportionately less. An explanation that several dollars added to the price of a suit of clothes or several cents to the meat price is due to higher freight rates will not be convincing. Perhaps no such efforts will be made, but the feeling has been general that the new rates meant higher living costs. Undoubtedly the people will be called upon to pay, in increased prices, the higher rates the railroads will demand, but if the Dixon figures are correct, the increases should not be sufficient to have serious effect.—*Indianapolis (Ind.) News, August 14, 1920.*

ADDED FREIGHT COST

Still more light is shed upon what would be the warrantable increase of commodity prices if the effect of the increase of freight rates should be merely to increase freight cost.

President Bush, of the Missouri Pacific, finds that dressed meats from Kansas City packeries will be delivered in St. Louis at an added cost of 8/10 of one mill per pound.

Potatoes from Kansas farms shipped to St. Louis markets should be sold at 85/100 of a mill a pound above prices based upon the old freight rate.

Each two-pound can of fruit or vegetables should cost from 2 to 4 mills more than it would have cost upon a basis of the old freight rates. Within a radius of 250 miles cities should get eggs at an added freight cost of less than 4 mills per dozen. One and one-half mills will be added to the freight cost of butter shipped from points 300 miles, or less, from the market in which the consumer buys the butter. Two mills will be added automatically to the cost of a pair of socks, a suit of underwear or a shirt.

In these circumstances the consumer who is told that higher freight rates make the selling price of commodities higher warrantably may respond: That can of fruit—or pound of butter or pair of socks does not cost the merchant a cent more because of freight rate changes.

The purpose of granting the increase of freight rates is to improve the service. Improvement of service should result in economies to shippers which would reduce rather than increase the cost of goods laid down at the store door.—*Louisville (Ky.) Courier-Journal, August 17, 1920.*

CONSUMERS' COSTS IN FREIGHT RATES

There has been anxious speculation as to the effect on living costs of the recent order of the Interstate Commerce Commission materially increasing both freight and passenger rates on railroads. Will consumers be adversely affected by an increase of 25 to 40 per cent in freight rates? If

so, what will be the actual addition in the case of a given article—for example, a pair of shoes, a pound of sugar, a suit of clothes? Will profiteers take unfair advantage of the commission's order by swelling still further profits already inordinately high?

The railroad managers realizing the widespread interest in these and similar questions, have issued a statement showing by many illustrations just what increase in prices is justified by the increase in freight rates. In so doing they have placed a powerful instrument of defense in the hands of consumers exposed to the profiteering evil.

It costs a trifle over 40 cents to ship a suit of clothes from Chicago to Seattle. When the new rates take effect the cost will be 53 cents. It costs about 2 cents to ship a pound of coffee from New York to Seattle; it will cost 2¾ cents under the new rates. Shoes shipped from Chicago to Seattle may justifiably advance in price about 6 cents to meet the added cost of transportation. These sample figures serve to show that the rate advances allowed by the Interstate Commerce Commission furnish no valid reason for burdensome additions to the cost of the necessities or comforts of life. Thus advances deemed just to the carrier should not involve serious hardship to the public at large.

The benefits of improved transportation facilities, of new and fairly ample equipment and generally better service—these benefits the public now has a right to expect—should outweigh before long the small sacrifice demanded of consumers. It remains for the public authorities to see that these benefits are duly obtained by the people.—*Chicago (Ill.) Daily News, August 17, 1920.*

LOAD TO CAPACITY

"Load the cars to capacity."

This should be adopted as the working rule of every shipper during this period when freight congestion and inadequate railroad facilities are severely handicapping business.

Loading cars to their full capacity is one means of minimizing congestion. One New Orleans railroad, by actual check during the last month, found that on the average cars in New Orleans are being loaded to about 65 per cent capacity. In other words, if the cars were loaded to their maximum, New Orleans would have at its disposal the equivalent of 35 per cent additional railroad equipment.

Thirty-five per cent additional car space would help some!

Every New Orleans firm with its own best interests and the best interests of New Orleans at heart will load cars to their maximum capacity wherever this is at all possible and will put a little thought into assembling its shipments with this idea in

view. It will also unload cars promptly and remove freight from the terminals without delay.

A little effort along this line with the co-operation of the railroads will cut down the loss and the delays incident to freight congestion to a minimum.—*New Orleans (La.) Times Picayune, August 10, 1920.*

RATE INCREASE MAY LOWER LIVING COST

Revenues Will Aid Roads to Move Freight

There is a general misconception of the increased railroad rates, according to letters sent out by several traffic managers of the largest lines. These letters claim that the new rates can not have any serious effect on higher costs of living.

Many of the letters express a growing opinion among railroad officers that the new rates, instead of adding to the cost of the necessities of life, will ultimately decrease them.

It is claimed that increased revenues will enable the railroads to rehabilitate existing equipment and purchase new cars and locomotives and make such improvements as will augment their facilities and enable them to carry more goods.

During the war and since, according to these letters, the manufacturer has had difficulty in getting raw materials to his plant and in making shipments, so that an increase in efficiency will enable industrial operations to be speeded up.

Railroad rates in this country have at all times been so low that the cost of freight transportation has generally been about one-half or one-third of the charges made in European countries, if reports are to be believed. It is expected that when the railroad rates are adjusted in European countries to meet existing conditions, even when the cost of delivery and collection of freights are excluded from the charges on European roads, the average mile charge in this country will be less than one-half of that charged in most of the European countries.

Will Not Hurt Business

American business and American cost of living, will not, therefore, be hurt, but helped by dealing fairly with the railroads, and as the efficiency of the past is resumed, gradually but surely, the costs of living should be reduced rather than be increased, according to opinions set out in the letters.

Another general misconception suggested is that the increased revenues constitute a guarantee of a return to individual roads, but that is not the case. The rates are made to produce a return of about 6 per cent of the property investment for the railroads as a whole in groups, and if an individual railroad, by efficient management and service, is able to earn more than other rail-

roads, that is to its benefit. But if it fails to earn its share, there is no provision in the law to assure it any return upon the investment.

There is a provision which limits the return which railroad systems may earn, which can not exceed 6 per cent on property investment without participation in the excess by the government.

Local railroad offices yesterday were not altogether clear on the date set for the new rates to become effective. It is now presumed that they will not be put into effect until Sept. 1. Passenger rates, however, will be in effect Aug. 26.

If a passenger buys a railroad ticket good for the round trip until Oct. 31, and is on a train going to destination prior to midnight of Aug. 26, that ticket is good according to the sale contract.

As no one buys a round trip on a Pullman car the surcharge of 50 per cent of the Pullman fare will become effective Aug. 26, and is applicable to tickets sold, good returning Oct. 31 or any other limit.

Practically every railroad office in Memphis yesterday received flattering reports on eastern embargo restrictions placed by connecting lines. The situation seems clearing and it is forecasted that in another few days freight will be moving out more freely than it has been in several months. New York city is open now for some deliveries.—*Memphis, Tenn., Commercial Appeal, August 15, 1920.*

NEW RAIL RATES SHOULD INCREASE COSTS BUT LITTLE

Heavier Freight Tariffs Will Not Add Materially to Basic Charges, Shown

That the increase in freight rates, which will be effective thruout the United States, Aug. 26, is considerable of a bugaboo when applied to its relative effect on prices of commodities is demonstrated by figures given by Illinois Central railroad officials in a letter to the Evening Courier. A study of a schedule of what the increased cost of freight transportation will be on a score of commodities received in Waterloo from central distributing points shows there will be little effect upon the cost of living in Waterloo, if the increases in freight rates only are passed on to the consumer.

Wearing apparel, for instance, can be charged with only a fraction of a cent to the item. The increased cost of shipping a pair of shoes from Chicago to Waterloo is one-half of a cent; women's shoes, being lighter, will cost 3c more to ship from Chicago. A man's suit is figured at 9c; a woman's fall coat as 6c, and a woman's summer dress at 2c extra on the freight.

Increase On Foodstuffs

On foodstuffs, the following interesting

compilations are made: A 10-pound pail of lard shipped here from Chicago will cost 8c more than formerly; a bushel of apples, 4.4c more. The freight on a dozen bananas shipped from New Orleans will be 1-2c more than at present. A bushel of potatoes received from Minneapolis this fall will cost 3.6c more than the last crop shipped; flour shipped from the same place will have 1c added to every 25-pound sack for additional freight. Ten pounds of sugar from New Orleans should cost the consumer in Waterloo but 1.8c more on account of increased freight.

Coal Hit Hardest

In the heavier commodities of course, the consumer will notice the added freight. Coal will probably be given about \$1 per ton boost; the increased freight rate from Herrin, Ill., amounting to that much. Yellow pine from Brookhaven, Wis., to Waterloo will have \$2.40 per 1,000 feet tacked on it for increased cost of transportation; cement from LaSalle, Ill., is list-

ed for 4c per 100 pounds increase. Gasoline received here from Wood River, Ill., should cost the motorist but 6c more on account of freight charges.

The farmer who markets hay in Chicago may be expected to have \$1.30 a ton added to the freight bill; while wheat will cost 2.7c more and corn 2 1-2c additional. Livestock will be charged 9 1-2c more per cwt. for its ride on the hoof to Chicago.

Should Not Boost Costs

In submitting these figures, C. H. Markham, president of the Illinois Central company, writes that the effect of the increased freight rates should not increase the cost of living to any appreciable extent in this territory. On the contrary, he believes the effect will be to enable the railroads to enlarge their facilities and provide more efficient service, which will ultimately result in materially reducing the cost of living.—*Waterloo Evening Courier, Friday, August 20th, 1920.*

Rehabilitating the Railroads

By E. A. McCarthy, Traffic Manager, Tractor Bearing Division,
Hyatt Roller Beaming Company

Four years ago big business talked "efficiency," then it was "Democracy and Preparedness" and now it is "Production," "Greater Production," when, as a matter of fact, it should be "Railroads."

Transportation and not production is the need of this day and hour. I know farm implement manufacturers located in the middle west who have not increased their production and yet these same manufacturers are accumulating, on their shipping platform, finished products that are ready for the world markets. Yes, and in many instances they are using public warehouses because the railroads cannot furnish them with the necessary equipment.

If we must talk production, let it be in terms of locomotives, freight, express and passenger cars, ties, steel rails, and hundreds of other necessary supplies that will place the railroads back to where they were before they made the round trip via Washington.

Increased production means a greater volume of business offered to the railroads not only in freight but in passengers of all kinds with still more salesmen on the job and with the railroads not in a position to handle the business now offered them it is hard to realize just what the result may be.

It is related that Marshal Joffre, after dining with friends near Meaux stepped out on the veranda and noticing a smooth little river at the foot of the slope casually inquired, "What stream of water is that?" "That," replied his host, "is the Marne!"

Familiarity breeds contempt—yes, and also forgetfulness. Joffre forgets his Marne and if the word "Production" continues to be shouted from the house-tops, I am afraid we will forget some rather relevant facts concerning our railroads—for remember this, our railroads may yet be our Marne.

I am told that several of the large western lumber mills are shut down because they cannot secure transportation equipment, the shortage amounting to about 35,000 cars. The daily press of several of our large cities inform us that we are apt to have a coal famine this winter, and only recently the water supply of Chicago was threatened due to shortage of coal, brought about by the lack of cars to move it from the mines.

Kansas is still storing approximately 15,000,000 bushels of last year's grain in country elevators, due to the shortage of railroad cars. The estimated wheat crop for this same state for 1920 is placed at 140,000,000 bushels and no relief is in sight for the farmers to secure from the railroads the necessary equipment to move it. Such a condition will have a decided effect on the price of foodstuffs this winter.

Railway Age tells us that orders should be placed immediately for 782,400 freight cars to be delivered over a three-year period and that 262,000 of these are needed immediately to make up present shortage. We are also told that 8,000 passenger cars a year are needed for the next three years and this does not surprise me nor perhaps you, if you are in

the habit of trying to make a reservation the same day you decide to make a trip; it generally means that you must arrange your business so you can secure your reservations three or four days in advance of the time you require them.

Increased production means that we must reach out for more markets, this means new mileage for our railroads. During the year of 1919 the new mileage construction dropped lower than for the past fifty years. Total mileage actually decreased in 1919.

A point generally overlooked is the fact that the railroads are engaged in a wholesale business and when the public buys from a railroad, it buys at wholesale prices. An item appearing in a Chicago newspaper a few months ago related that the price of wool for a \$60.00 suit of clothes cost \$5.00, and the cost of making the suit about \$20.00, leaving an unexplained profit over the labor and material of \$35.00. The public does not hesitate to pay a producer's profit, a manufacturer's profit, a jobber's profit and retailer's profit on almost anything that it buys; yet, when it buys service from a railroad, it is only paying one profit, and the small buyer gets the same price as the large one.

But railroad transportation is only a service and service is seldom appreciated. The average person when laying out money wants to receive something tangible in return for it, something they can feel, hear, see, taste or perhaps smell! The railroad passenger fare is a very unpopular institution. While freight rates do not directly affect the individual pocketbook, the public has been taught that high cost of living is the direct and dire result of the increase in freight rates. This fallacy is most conclusively disposed of in the following editorial which appeared in a recent number of one of our shipper's journals:

"In 1914 the average commodity value per ton of freight originated on American railroads was \$56.00, whereas in 1919 it had increased to \$119.00, an increase in cost to consumer of \$63.00. Freight charges per ton originated in 1914 average \$2.00, whereas in 1919 it was \$2.80, an increase in freight charges per ton of but 80 cents. The percentage of freight charges to the value of commodities in 1914 was 3.6 per cent; in 1919 2.4 per cent. The relation of freight increase to cost increase is found to be 1.3; in other words, only 80 cents out of \$63.00, or 1.3 cents out of every \$1.00 of increase in commodity value in 1919 was caused by increased freight charges."

Whether we have a high cost of living or a low cost of living, railroad rates seem to be the palatable and acceptable explanation. It is the most simple alibi that can be offered by the retailer.

The public should be educated to the fact that railroading is an emergency business, and that the cost of maintaining an emergency

business is always high. They should be shown that railroading is a hazardous occupation, and for that reason there are increased expenses of operation and maintenance. Probably in no other industry is there any such thorough, comprehensive and extensive system of inspection as we find in railroading. It is true that the public has been informed to a certain extent in regard to these matters, but it has never been thoroughly educated.

What does a freight car cost?

\$3,300.

Yes, that's what it costs to build, but the first cost is not the only cost. To it must be added maintenance expense and car repair expense averaging \$175.00 per car per annum. According to some late figures by a railroad executive, a freight car really costs \$6,000. The American public can get an idea as to the real cost of maintenance by drawing a comparison between railroad rolling stock and motor vehicles. They realize that there is an operating expense in connection with the purchase of gas, oil and grease. They also appreciate the fact that tires must be repaired, and new ones purchased. The engine must be looked after, the valves ground, the carbon removed, etc. They will listen now as never before to maintenance expense of railroading, although they haven't the slightest conception of its gigantic proportions.

The public has a hazy idea that railroads spend millions of dollars for the coal which is burned in the locomotives, and millions more in wages to the engineer and fireman that develop the power from the coal;—all of these are operating expenses. But does it thoroughly realize that one-half of the locomotive's time is spent in the terminal,—not for repairs but for attention and care? The cost of waste, polish, paint, oils, greases and labor runs into prodigious figures. Does the public know about the regular inspection, the necessity for a clean engine in order that such inspection may be properly made? Although the public may know that locomotives burn coal it probably never gives a thought to the expense of maintaining the dock that handles the coal within the locomotive terminal.

The tremendous amount of money that is spent in the efficient handling of coal, and the maintenance expense attached to the coal dock itself, is overlooked by everyone except a few railway officials. And again, sand is required for the locomotives and a maintenance expense attached to the mechanism that handles this sand. The same can be said of handling cinders. Each has a maintenance expense directly chargeable to it. The roundhouse, its ventilation, heating, floors, etc., are all there for the purpose of maintaining the locomotive and they, in turn, have a maintenance expense of their own to be considered.

We could touch on boiler washing, locomotive

tive hoists, tools, machinery of all kinds, smoke jacks, oil houses, and a thousand other things too numerous to mention, all for the purpose not of repairing the locomotive but of maintaining it.

Volumes could be written on track maintenance. The public has a dim idea that railroads have men walking the track presumably looking for a broken rail. Beyond this, it has no very definite idea as to what track maintenance means. I wonder if it ever occurs to the average man that it costs millions of dollars every year to keep track bolts tight. In winter very little is done except inspection. They must watch for broken bolts and expansion, replace such defects, takes up wide gauge, provide drainage, make inspection after a storm, set up and inspect snow fences, clean ditching, renew bolts, distribute ties and rails, straighten canted rails, clean up cinders, clear snow and ice around buildings, keep the main line clean, watch switches, remove ice around water tanks, buck snow, etc., etc., and yet all this constitutes only one item in one department of a railroad—track maintenance—and at one time of year.

It would be possible to go on almost indefinitely in detailing the items of maintenance expense of a railroad running into millions and millions of dollars each year.

Signaling apparatus is especially expensive to maintain. The item of washing windows in passenger cars or washing the floors of railroad depots will run into a sum of surprisingly large figures.

What I want to drive home is this fact:

The public has lost sight of this huge expense of maintenance and the railroads have overlooked the opportunity of educating the public in its details.

Such an educational campaign is more necessary than ever before, because railroads are now confronted, not only with maintenance expense, but what is far worse, the expense of deferred maintenance. There is nothing more expensive than deferred maintenance in railroading. The same is true in any industrial line,—or even in farming.

We do not need to be told that, "the railroads" and the efficient operation of them are necessary to our life as a nation. Three centuries ago Francis Bacon declared that one of the "three things which make a nation great and prosperous" is "easy conveyance for man and goods from place to place." And Macaulay struck the keynote when he said that "of all inventions, the alphabet and the printing press alone excepted, those inventions which abridge distance have done the most for civilization.

We have got to take the American people down the track of railroading—have them walk the ties that are rotting,—have them see the worn out rails,—have them watch our 1919 built locomotives struggle out of the roundhouses of the vintage of the year 1900,

have them look over the inadequate car repair yards and visit the machine shops still containing, in many instances, the machinery and equipment of our grandfathers,—all for the lack of money.

There is no royal road of legislation that will permanently give the railroads what they need and what they must have in the way of revenue. The public must be educated as to the immensity of railroading and shown that if gross revenue is enormous, so also are gross expenditures, and that they are being made wisely and efficiently and for the ultimate good of the service furnished to those who pay for it. It is only by so doing that they can hope to get, as they deserve, the right public interest in railway revenue and maintenance.

Mr. Samuel O. Dunn, recognized as the greatest living authority on railway transportation, recently made a rough computation regarding the division of the gross earnings of the railroads of the United States in 1919 and found that in each month of 30 days, the railroads were operated 16 days to earn enough to pay the monthly wages of the employees; $5\frac{1}{2}$ days to earn money to pay for materials and supplies; 4 days to earn money to pay for fuel; 1 day to earn their taxes; only $3\frac{1}{2}$ days' earnings went to net operating income, and that only the earnings of the last one-third of the last day were paid out in salaries to all the division and general officers. Yet in spite of these facts, many of us believe that hundreds of millions and even billions, are being paid out in fat salaries to the officers and in dividends to idle rich.

Long before Russia became a debating society, she had been unable either to produce her own needs, or even to distribute the necessities with which her allies supplied her. It became continuously more evident that only a first class industrial nation could successfully defend herself under the conditions of a modern military struggle, and that such a nation could do so only when she either produced within her own borders the vastly increased needs of a war or could keep open the pathways of communication with others who did so. Communication maintained became the very test of the power to preserve and defend civilization. The ability to destroy that of the enemy ended the struggle.

The following article on railroading in Russia appeared in a recent issue of the American Red Cross:

"The harassed agent, the consolidated ticket office, the yards and yards of perforated paper passport which a trip in the States entail, are unknown quantities in Russia, where tickets are never sold or asked for and the railroads are operated by the government.

"Despite the poor transportation facilities all Russia seems to be on the move. People simply jump on a train and ride until they

decide to get off. The result is that the railroads at all times resemble the Brooklyn subway at rush hours and every station is crowded with hundreds of persons waiting for a place.

"If a peasant woman hears that bread can be obtained for a few rubles in the next town, she takes her basket and starts interurban marketing. Since Russia is a country of false alarms, due to lack of newspapers many of these journeys are in vain.

"Not only are the coaches and freight cars packed with humanity, but the engine, tops of coaches, steps and even the bumpers are crowded. Women stand on the steps, holding to the rail with one hand and to their market baskets with the other. Through the cold nights these people rode for hours. Occasionally one, numb with cold, lost his hold and slipped from the train. No one paid any attention, for no one has any time to mourn for the dead.

"When an American Red Cross supply train attempted to make a rush trip from Novorossik to Ekaterinodar, the engine was obliged to make eight trips to pull the train of twenty-four cars up a small grade. Three cars was the limit of this worn out locomotive. The train reached Ekaterinodar, a distance of 125 miles, after five days of fitful and spasmodic traveling. Scores of people who might have been saved by the timely arrival of Red Cross medical supplies were beyond all help.

"It is impossible to remain in a Russian railway coach for a few hours without running great risk of typhus infection. The cars are filled with lice and insects of every description. Disinfection of cars is unknown."

The future condition of our railroads is a personal matter. On it hangs the prosperity of each individual in our country. Upon the railroads devolve the outlet for all this production that business is clamoring for. The reinstatement of the railroads is the ultimate route for the reduction of the H. C. L.

And here again are some more facts: *Railway Age*, who is in a position to know, tells us that to put the roads in reputable condition, will require the expenditure for equipment of \$6,010,000,000 during the next three years. At the present rate of income and outgo these same railroads are running up an annual deficit of between four and five hundred millions without paying out one penny for expansion.

These two facts combined spell one thing and only one thing—an increase in rates both freight and passenger.

The mere suggestion of increased rates will, I am well aware, bring violent commotion, uproar and agitation. But the fact remains—you can't build bricks without straw, nor can you operate railroads without money. Furthermore, you will pay this increase as just toll for service rendered or you will pay for it in the form of a panic that will entirely overshadow the one of 1907.

History tells us we had a panic back in 1875, due to excessive railroad construction without sufficient freight to support it. The railroads and banks went broke as a result. The same result can and will arise from the reverse cause—production comparatively excessive as contrasted with railroad expansion.

The railroads should be given an immediate and substantial increase in rates. They must have money with which to repair the damage of the past and to place themselves in shape to earn a profit in the future. If the outlook for a profit is not somewhere within sight, capital seeking an investment will gravitate elsewhere.

In 1913 (the last year available for comparative figures) the American railroads received about $\frac{3}{4}$ of a cent per ton-mile. The French roads received 1.16 cents for their ton-mile and German roads received 1.25 for theirs.

Since that time our costs have gone up, but so have theirs. The comparison still holds good. But I am well aware that proving the fairness of increased rates will not sell us the idea. We are hard headed, tight fisted business men—just as all business men like to imagine themselves between 8 in the morning and 5 at night. We will have to be scared into giving up our dollar.

All right. Here's my valediction.

"Your product may sell for \$25.00 a piece when delivered to the consumer, but with no railroad to carry it to market,—what is it worth?

That after all is the whole question!

Your shipping platform may be filled with a million dollars' worth of goods, BUT—without means of transporting it to your customers, it is worth about as much as a Russian Ruble. Theoretically it may be worth a million. Practically it is a dead loss. The value of any product vanishes without the means of transporting it.

With the railroads decreasing in their ability to serve, more lumber will linger on the Pacific Coast, more coal in the Youghiogheny and Pocahontas Valleys, more grain in Kansas, more tractors and farm implements in the state of Illinois.

Money that would be spent as a result of higher rates should be looked upon as an investment rather than a disbursement. It would be an investment that would pay an immediate dividend—not to the stockholders and railroad officials, but to the big American public—a dividend in the form of improved service, elastic arteries of transportation and a more speedy restoration of normal conditions with lower prices as a result.

Prices will rise they will tell us, "for lack of production"—I tell you, "for lack of railroad transportation."

"Render unto Caesar the things that are Caesar's, unto the railroads the things that are theirs."



Starkville Miss.

Oktibbeha, "The Jersey County of the South"

By John B. De Motte

J. K. Melton and S. J. Morris of the Illinois Central R. R. came to Starkville last week to photographically "shoot up" Oktibbeha County, Miss. Melton brought four cameras and we believe used them to good advantage.

"Let's go out and make some views of the southern corn fields," was the first suggestion.

"What are they worth per acre?"

"Oh, all the way from \$50 to possibly \$100 an acre."

"Naw, we don't want anything like that," shot back Melton. "We want some real good corn land, if we carry any at all."

But Mr. Melton changed his mind twenty minutes later when we stopped the car alongside of a field just a mile long that will easily make from 100 to 125 bushels to the acre.

Oktibbeha County, you know, produces a great deal more than dairy cows—it has to in order to merit its well-known title of "The Jersey County of the South". Imagine a country where beef cattle can graze almost the year round—where in winter the dairy cows are put in the barns at night only—imagine a country where grass grows like weeds and where alfalfa offers four

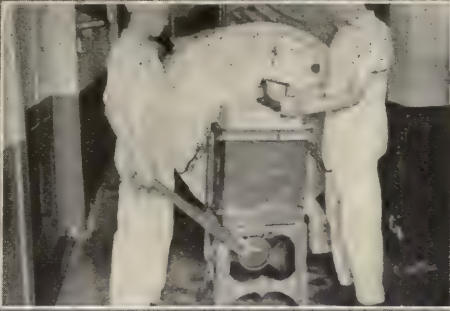
and sometimes five cuttings. Imagine all this, if you please, and you will think of Oktibbeha—the land of your dreams where even now the pick of the country can be bought for \$150 an acre and the richest undeveloped land for \$25 an acre and possibly less.

Not a New Country

To quote from a Hand Book issued in 1887, the County of Oktibbeha, Mississippi, lies in the second tier of counties west from the eastern border and Alabama line, and in the second tier north from the center of the state and on both sides of the line of 30 degrees latitude. Starkville, the county seat, is situated near the center of the county and is distant, in a direct line from New Orleans, 252 miles; from Mobile, Ala., 198 miles; from Memphis, Tenn., 137 miles; from Birmingham, Ala., 120 miles, and from the Mississippi River, 125 miles.

The average elevation of the county above the Gulf of Mexico is about 600 feet, the drainage being southeast and northeast through numerous small creeks, into the Tombigbee and Noxubee rivers.

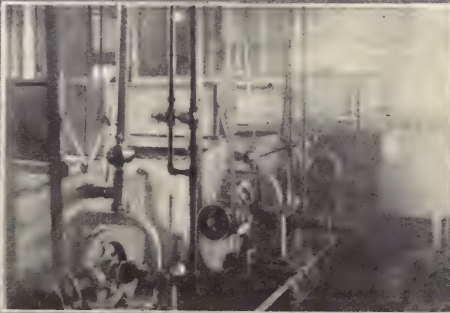
Oktibbeha, with Starkville as the county seat, was organized in 1834, but it really remained for Col. W. B. Montgomery,



A. & M.
Co-operative
Dairy



Starkville
Miss.



years later, to put it on the map by bringing down here the largest herd of registered Jerseys in the United States and now numerous herds of Jersey cattle, both registered cattle and grade Jerseys, are located throughout the county. It is truly the Jersey center of the south and many individual farmers operating dairies on their farms own from fifty to one hundred and fifty milk cows.

The Cooperative Creamery

Practically all of the butterfat produced in the county is sold through the A and M Cooperative Creamery, which is centrally located on the College campus and the success of this creamery has attracted attention far and wide. Since its founding many others have been started in the south, with

it as the model. Producing only the finest Jersey butter, the A and M Creamery has a waiting market at top prices and has no trouble in paying the farmers from two to seven cents more than any other creamery of the south and four to seven cents more than Chicago quotations. The farmers therefore draw good sized monthly checks, there being more than a dozen who received \$400 and more last month.

Live stock and dairying is the principal industry here because of the ease with which the legumes and grasses are grown for meadows and pastures, but the farms that are fully cultivated grow practically everything that is produced in the north.

The soil of eastern Oktibbeha carry all the interesting and varied types of soil



Mississippi Agricultural & Mechanical College, Starkville Miss.





of that remarkable area known as the Northeast Prairie, which of late years has aroused the wonder and interest of the nation's leading and most prominent advocates of alfalfa growing.

Lime in Abundance

The area so circumscribed lies wholly within the Selma chalk belt and has an underlying strata varying in thickness of the geological formation known as "Rotten Limestone." As building stone or as material for the construction of roads, this limestone on account of its rapid disintegration when exposed to air, is not considered valuable, but as an agricultural asset it is invaluable on account of its rich deposits of lime, phosphorus and potash. There is hardly a farm in this section which does not show a cropping somewhere of this lime.

Clovers and Other Legumes

No locality in the South can be better suited to the growing of legumes than eastern Oktibbeha. Five cuttings of alfalfa yielding an average of a ton per acre at each cutting are often produced in a single season. The friendliness of the soils for clovers is evidenced not only by fields of alfalfa but also in frequent volunteer growths of the burr clover in pastures that remain green throughout the winter, and in summer carpets of white alsike clovers which in many instances have driven the weeds away from the roadside ditch-banks. Melilotus, that hardy pioneer of the clover family, is also seen along the roadsides through the summer and fall, growing in wild profusion and showing its preference for the soils that have the highest content of lime.

On broken and exposed areas of the Selma chalk, melilotus is the pioneer, other clover and grasses following its lead. Lespedeza clover is seen in volunteer growth throughout the entire county. Red clover, crimson clover and the vetches are grown successfully. Soy beans and cow peas give heavy yields of hay or satisfactory returns in seed.

On account of the abundance of clovers, bee culture is a very promising industry.

The Wonderful Climate

Contrary to a seeming prevalent idea, the climate of Oktibbeha is not unusually warm in the summer. Many people who do not know the country believe that it gets very hot during summer months but such is not the case. As a matter of fact the climate throughout the year is very delightful

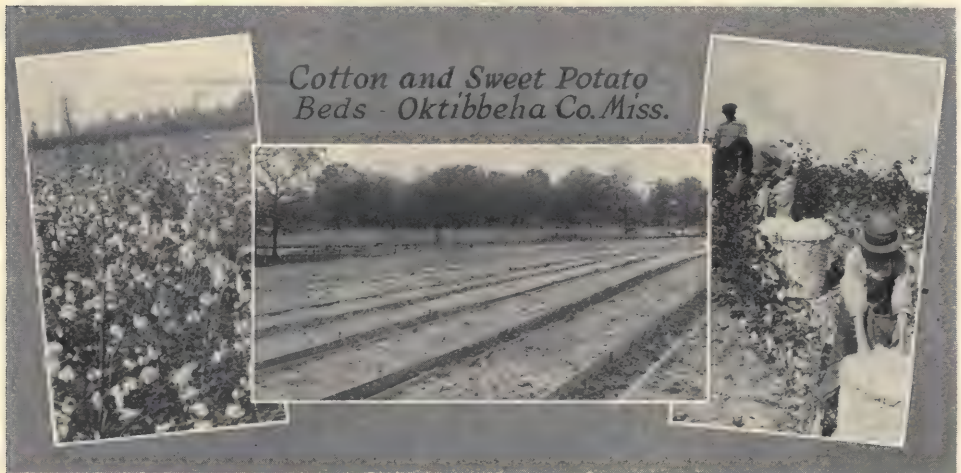
first killing frost in the fall comes about November 15th.

This gives a growing season averaging not less than 250 days and with this as a minimum it can be seen that such a long season makes possible the growing of two yields of many crops each year on the same land. It also means a very long grazing or pasture season.

What Is Malaria?

"But malaria," whispered Melton, "what do you do to keep off the fever—should I load up on quinine while I am down here?"

And this brings us to one of the most interesting facts concerning the south. Long years ago the fevers produced in the swamps of the alluvial empire were famous the world over. It was considered then as foolhardy to brave the terrors of this ter-



as compared with the climate of the so-called corn and wheat belt.

The average temperature during July, the hottest month, is eighty and nine-tenths degrees. January is the coldest month. The average temperature for this month, as indicated through a period of many years, is forty-six degrees. Thus the coldest month has an average temperature of ten degrees above freezing.

The yearly average temperature of Oktibbeha is sixty-four degrees.

Sunstroke and drouths are two things that are very rare, so rare in fact as to justify the statement that they are practically unknown.

It does not frost late in the spring nor does the frost come early in the fall. This gives the region a very long growing season. Government records through a period of years indicate that the last spring frost in Oktibbeha is usually about March 10. The

ritory. But Oktibbeha is not in the delta where this may have been true years ago. Oktibbeha is one of the highest points of Mississippi and truthfully boasts of the "grass lands of Kentucky, the fertile soil of the delta, and a wonderful climate all its own."

In the well known book of "Diseases of the Southern States" we find the following paragraph:

"As is well known, malaria is now almost or entirely absent from regions in which it was formerly very prevalent, and in other places is rapidly diminishing. In the regions in mind the change was independent of designed effort and was the unexpected result of the progress of civilization."

One of the leading specialists makes the statement that there is more malaria along the Hudson and in New York than there is down here, and my own experience

bears him out. As a youngster in Indiana, I suffered every fall from this source. Later I was down with the fever while out in Washington state, and still later I nearly died from the disease while in Maryland, and when I came South my relatives gave me up as lost, and considered my coming as suicidal.

But the results have been surprising. Not once in the four years have I felt the chills approaching. And not once have I started to taking drugs.

A survey of Oktibbeha was made last spring by state health authorities to ascertain if it was advisable to institute a malaria

they had a good excuse for wanting to delay.

The Mississippi Agricultural and Mechanical College is one of the show places of Dixie—and it is the largest institution of its kind in the South. It was founded in 1880. It is impossible to even attempt to do justice in such a limited space, so suffice it to say that the many, many buildings and the hundreds of acres, all in the hands of the finest experts of the land are devoted during the winter to the education of some 1,800 men, and in the summer to the boys, the county agents, the



Oktibbeha County, Miss.

campaign. Some were rather hopeful that the required five per cent would be found, because they thought the benefits of the expensive campaign would be far-reaching in other ways—but the necessary five per cent of malaria could not be found. Malaria in Mississippi, and especially in Oktibbeha, is practically a thing of the past.

Showing Mr. Melton

Showing Mr. Melton and Mr. Morris the wonders of Oktibbeha in a very limited time proved to be a very difficult task. When the allotted time for the college expired and we suggested moving on, they were far from ready to leave, and truly

teachers, and the girls of the state in various short courses—each division having an allotted time to complete the prearranged studies.

The A. and M. College

This institution compares most favorably with the largest colleges of the North, and its campus reminds one of Wisconsin and Illinois.

The present organization of the college is thoroughly democratic. It is carefully planned along business economic lines on a broad educational basis, and consists of the following schools and departments:

School of Agriculture.
School of Engineering.

School of Industrial Education.

School of General Science.

Department of Agricultural Experiment Stations.

Department of Agricultural Extension.

Departments of English, Mathematics, History and Civics.

"Well," said Melton, after seeing part of the college, "the farmer of Oktibbeha

not only has one of the greatest institutions of education for his boys right at his door step, but whenever he himself is up against some unusual problem, all he has to do is to jump into a car and run over here for expert advice."

And this is one of the reasons why Oktibbeha leads the state, why Oktibbehaus won seven out of sixteen prizes offered in



a recent six months' butter contest, and why Oktibbeha got two out of the five boys selected in a state-wide contest this summer to represent Mississippi in the International Live Stock Judging Contest at the coming Southeastern Fair.

A. and M. not only offers the finest education for the boys, but its experts stand ready at all times to help and advise any farmer or stockman, and the benefits of this assistance is readily to be seen throughout the county.

In addition to the college, the Oktibbeha County Agricultural High School at Longview must not be forgotten, nor the Mississippi State College for Women, which is located at Columbus, 25 miles from Starkville.

"You've shown me some of the best farms in the South," said Melton on the last afternoon, "you've shown me wonderful pastures, and the still more wonderful herds of Jersey cows; you've shown me fifty miles of good rock road and fifty more in the making; you've shown me a dandy little city in Starkville, with its paved streets, concrete sidewalks, good schools and churches—now, how about the pretty girls?"

And the front cover of this issue shows what Melton thought of our young ladies.

In Conclusion

But, seriously, there is a message in the foregoing, which, if you can unearth it,

makes us wonder—down here where life and living seem so close to perfection—why the dairyman of Wisconsin suffers through the long and expensive winter, and why the farmer of Iowa or Ohio puts his money into \$700, \$400, and even \$200, when the productive lands of Oktibbeha offer many superior advantages and can be purchased for \$50 an acre. And the citizens here are clamoring for more real farmers, so that all of the 275,000 acres can be put into proper cultivation, thereby bringing maximum prosperity to all.

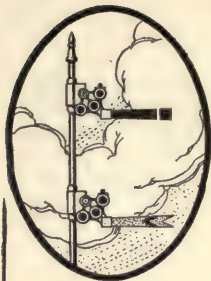
Some rare opportunities are now afforded investors who have the know-how and some means for very profitable investments in the purchase and development of some of Oktibbeha's rich bottom lands, and we heartily invite all who desire a home, where prosperity goes hand in hand with a high civilization, where educational facilities are unsurpassed to at least see what Starkville and Oktibbeha offers before definitely selecting a permanent location.

The Starkville Chamber of Commerce does not own, buy or sell land. It has no pecuniary interest in any land transaction. It is supported by farmers, banks, business houses, and live stock breeders having at heart the full development of Oktibbeha. Homeseekers are invited to correspond with this organization. Reliable information will be furnished upon request, and there is no charge whatever for any service this organization may render.



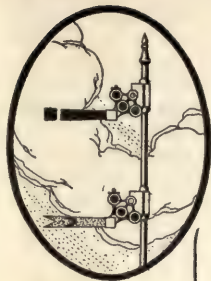
Oktibbeha County Agricultural High School





SAFETY FIRST

*Office of
Chairman, General Safety Committee*



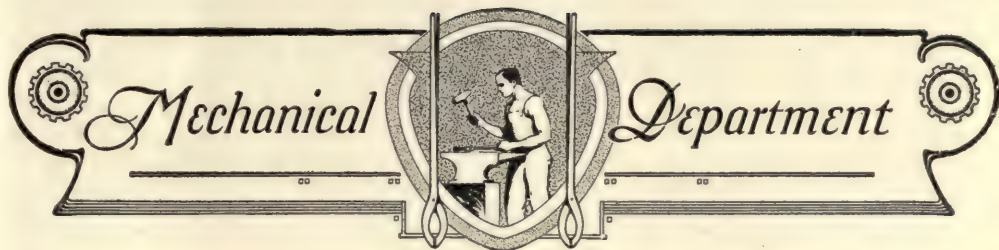
Yours

SAFETY FIRST, belongs to each and every employe on this System. It is something personal which they have and should be protected by them, next to the home. And is it not really part of the home, for if carefully guarded, it means more happy homes.

The SAFETY FIRST movement is yours, and its strength is limited only to the extent that you are willing to practice it.

We feel confident that each and every employe of this System realizes the value of this possession, and that the Bulletins and suggestions which this Department distributes are to you the same as letters between members of one big family, telling of the fortunes and misfortunes of some brother employe, who by thoughtless act has met with injury, perhaps fatal, brought pain and suffering, not only upon himself, but possibly left a widow and children who, though cared for in the way of worldly goods, will want for the love and care of husband and father.

ALWAYS BE CAREFUL.



I. C. R. R. Co's Largest Locomotive 1899 and 1920

By W. O. Moody, Mechanical Engineer

The design of any modern locomotive with special reference to its capacity is dictated by the laws of necessity, which being interpreted in terms of operation, signifies increased economies caused by the increased tonnage handled.

Preceding the year 1899, two 401 class Mogul engines, one acting as a helper, were handling trains over Makanda Hill and the officials in charge of operation concluded to purchase a locomotive with a capacity to perform this task without assistance. The company then contracted for two locomotives; one, No. 639, a Consolidation by the Rogers Locomotive Company, and No. 640, a twelve wheeler by the Brooks Locomotive Company, which practically accomplished this and were placed in service between Centralia and Mounds, Ill.

Our interest however, centers about engine No. 640, which was not only of a special type but was advertised in the periodicals of the day as the largest locomotive in the world.

Both of these engines several years ago were disposed of, but it is interesting to note that the tractive effort of engine No. 640 at 49,698 lbs. represented an increase in tractive effort of 89 per cent as compared with the largest Consolidation type engine in service at that time, and is quite a radical advance in engine designed for the purpose of securing increase in power.

There will be delivered to this road during the later months of 1920, fifty 2-10-2 type engines, which wheel base arrangement on this road is described as the "Central" type. These are the largest engines ever purchased for this system, the tractive effort being 73,800 lbs. as compared with 51,630 lbs. the tractive

effort of a Mikado engine. Roughly, this represents an increase in tractive effort of hauling capacity of about 43 per cent.

The question naturally arises as to the curving capacity for engines of this character, in view of the fact that the total wheel base of the Mikado is but 65 ft. 3½ inches, and the wheel base of the engines under consideration 82 ft. 10 inches. This is provided for in the specially designed front truck, which permits of free movement of the front of the engine, at the same time having sufficient guiding power to prevent rail climbing.

The 2-10-2 type of engine is a gradual development from the Consolidation by way of the Mikado, and the restrictions imposed in the boiler capacity of the Consolidation designs disappeared with the advent of the trailer truck, which permitted any practical size of grate and firebox desired.

Owing to the size of these engines, it will be impossible to hand fire them, and obtain their calculated capacity; hence they are fitted with automatic stokers which with little effort on the part of the fireman, enables him to maintain maximum steam pressure at all times, and the controls are such that he is enabled to fire his coal to any portion of the firebox as needed and as called for either by a bank or a hole in the fire. It is expected a number of these engines will be placed in service on the Amboy District between Clinton and Freeport.

These engines are representative examples of the locomotive design art of the period of their construction, both as to general proportions of boiler capacity, to cylinder capacity, and the dimensions of their various parts may be better understood by referring to the table below:

	No 640	Mikado	2901-2950
Cylinders—_inches	23 x30	27 x 30	30 x32
Boiler Diameter—_inches	80½	82	88
Steam Pressure—_pounds	210	175	190
Heating surface—_sq. ft.	2500	4070	5156
Grate size—_inches	41¼ x 131	84 x 120½	96¼x132½

Grate area—sq. ft.....	37.5	70	88.2
Total Wheel Base.....	26 ft. 6 ins.	35 ft. 2 ins.	44 ft. 2 ins.
Driving Wheel Base.....	15 ft. 9 ins.	16 ft. 6 ins.	22 ft. 4 ins.
Weight on Front Trucks—lbs.....	40050	25050	28500
Weight on Drivers—lbs.....	181400	218300	293000
Weight on Trailer—lbs.....		40500	58500
Weight on Engine—Total lbs.....	221450	283850	380000
Tractive Effect—lbs.....	49698	51630	73800
Superheater—surface—sq. ft.....		1083	1230
Diameter of Drivers—inches.....	57	63	63
Tender tank capacity—gallons.....	7000	9000	12000
Tender coal capacity—tons.....	15	15	16



An opportune time was afforded at a recent conference in the General Superintendent Motive Power's office to have a group photograph taken of our shop superintendent and master mechanics, also the master mechanics' chief clerks and several general office force in the Mechanical Department, and present them herewith, giving names and location, for the benefit of such of us who possibly have corresponded with them but never knew what a good looking bunch they are.

Master mechanics and shop superintendent, reading from left to right:

Top Row—Wm. Ormsby, Freeport; S. R. Mauldin, Water Valley; L. Grimes, Jackson; E. C. Roddie, McComb; L. A. Kuhns, East St. Louis.

Middle Row—J. A. Bell, Mattoon; J. W. Branton, Centralia; G. C. Christy, Vicksburg; J. F. Walker, Paducah; O. A. Garber, Memphis.

Bottom Row—Norman Bell, Waterloo; V. U. Powell, Burnside; H. L. Needham, Clinton; L. A. North, Burnside.

Top Row—J. R. Brass, chief accountant, Burnside; H. H. Williams, chief clerk, Vicksburg; J. E. Gleaves, chief clerk, Memphis; W. H. Diefenthaler, chief clerk, Freeport; V. J. Vogeli, chief clerk, Jackson.

Middle Row—H. E. Wardlaw, chief clerk, McComb; E. G. Bishop, chief clerk, East St. Louis; H. F. Collins, chief clerk, Water Valley; A. F. Jenkins, chief accountant, Centralia; A. F. Buckton, chief clerk, Mattoon; W. J. Lynch, chief clerk, Burnside.

Bottom Row—G. F. Constant, assistant chief clerk, Chicago; C. H. Thorgren, accountant, Chicago; S. S. McGrew, chief clerk, electrical engineer, Chicago; L. R. Gleaves, chief clerk, Paducah; C. A. Fish, chief clerk, Waterloo; H. O. Britton, chief clerk, Clinton; V. C. McClary, assistant chief clerk, Chicago.

Chief Clerks and Chief Accountants



Purchasing & Supply Department

The Supply Train

By C. A. Phelps, Division Storekeeper, East St. Louis, Ill.

On first glance at the title of this article you will, no doubt, say it is an old one and has been covered time and time again, but I want you to especially notice it is Supply Train and not Supply Cars.

The Supply Train on a railroad like ours is a very large and important item, a great many, I am afraid, not realizing its real value or giving it the necessary thought and attention it deserves.

To have a successfully operated Supply Train, we must have the moral and personal support of a large number of employees in every department of the railroad.

When we stop to think of the large number of local freight shipments of supplies which it was necessary to make, and the handling involved, to say nothing of the inconvenience occasioned by loss in transit and shipment going astray, it will be readily seen that the Supply Train is a necessity, and fully deserving of the efforts put forth to make it a success.

In order that the necessary amount and correct items to be furnished may be distributed it requires the close attention of the section and extra gang foreman; signal maintainer, pumper, B. & B. foreman and agents in making up their orders to be forwarded to the superintendents and road masters. It is very essential that the party transferring the orders to the supply car sheets be very careful in placing the correct amounts in the proper column, as these sheets are used at the general storehouse in loading the material to be distributed.

I have heard several complaints and criticisms of the Supply Train, account of supposed shortages in amounts and kinds of material furnished. Investigation showed that the items ordered had been either put in the wrong column on Supply Train sheets or incorrect amount ordered. It is, of course, necessary at times for either the Superintendent, Road Master or Division Storekeeper to alter or eliminate certain

items from the sheets on account of errors made by parties originating the order, but I believe that the one originating the order should be advised of such changes so he will know just what items to expect.

A Supply Train, to give efficient service, should not be run in connection with local freight train on heavy material districts, but should be run as an extra, carrying not less than three (3) light weighed cars for loading scrap; one for rail, one for miscellaneous roadway scrap and the other for mechanical scrap; the cars being billed to the Division Storekeeper when arriving at the end of his division; and by him to the General Storehouse if loaded to capacity and properly classified, after being weighed. Some may object to this arrangement, saying if run extra it would be necessary to have the Section Gangs waiting for the cars. This can be overcome by starting a

gang to go through with the cars to the end of the Supervisor's district.

In connection with the train, a car or cars containing material such as fence material, frogs and switches, etc., should be carried such car or cars to be loaded by the Division Storekeeper and forwarded to the proper point to be put with the train. By doing this it will eliminate the large amount of car days wasted by so called peddler cars containing material for several points. Of course, this is not advisable for material ordered for large authority jobs, or where laying new rail.

At proper seasons of the year it is advisable to carry a tank of crude oil to be distributed to Section Foremen for oiling joints, thereby eliminating the delay and abuse to metal oil drums, which are scarce and valuable. It is, of course, necessary that proper storage for this oil at the tool houses be provided, which can gradually be



RESIDENTIAL SECTION, STARKVILLE, MISS.

done by furnishing old containers, such as gas and air drums.

The present Supply Trains consist of three sets of equipment, known as Lines 1, 2 and 3. Line 1 running from Chicago south to Durant, Mississippi, back to Paducah, where they are restocked, and thence to Louisville, Kentucky, and back to Gilman, via Indiana Division, serving the Illinois, St. Louis, Tennessee, Mississippi, Kentucky and Indiana Divisions. Line 2 running from Kankakee to E. St. Louis, via Bloomington and Clinton, thence to Brookport and back to Carbondale, going through to Freeport, via Springfield Division, cars being restocked at Freeport before going west to care for the western lines. This line serves the B. P. & T. Districts of Illinois, Springfield, St. Louis, Wisconsin, Minnesota and Iowa Divisions. Line 3 starts from Memphis and cares for the Memphis, Vicksburg, New Orleans and Louisiana Divisions also New Orleans Terminals. This car be-

ing restocked at Harrison. The material for restocking all three lines being furnished by Burnside and shipped to the restocking points.

A great deal has been said about the services rendered by these trains, some pleasant and some unpleasant, but I find, from personal observation, that where the boosts come from and where the service is the best, is where the Division people take an interest in the train, ride it and see that it is given prompt movement and furnished with proper equipment.

This is an important subject, and I know much more could be said about it, but I am going to leave it here with you and ask you to go farther with it in your own mind and see if you cannot think of something you can do or say that will not only improve the service, but put you down as

A BOOSTER FOR THE SUPPLY TRAIN.



NEAR STARKVILLE, MISS.

1. Trim Cane bottom in its natural state. Five miles northwest of Starkville, Miss.
2. Main Canal (upper portion), "Central Drainage District" of Oktibbeha Co., Miss. At Reed Road, 5 mi. N. W. of Starkville, May 29, 1916. Bottom $1\frac{1}{4}$ mi. wide (Trim Cane). Was cut here 20 ft. wide and 8 ft. deep—has washed out in 15 mo. to 32 ft. wide and $10\frac{1}{2}$ ft. deep. Sub-ditch cut entirely by flowing water. Fall 6 ft. per mi. Main canal $12\frac{1}{2}$ mi. Seven laterals, 7 mi. Size of Dist., 10,000 acres. Lower portion main canal about twice as large as shown here.
3. Alsike clover supported by red top and orchard grass, on reclaimed land of Central Drainage District, Oktibbeha Co., near Starkville, Miss.

Things We Should or Should Not Do

A one-inch hexagon nut is worth four and one-half cents in stock and only one-half of one cent in the scrap. This represents a loss of four cents each. Keep good material out of the scrap.

When a man damages a steam heat hose on account of carelessness in uncoupling he has cost the Company the equivalent to his day's wages.

If when screens are taken down in the fall they are given a coat of linseed oil and kerosene they will last for years.

Winter will soon be upon us—look out for your steam leaks, as it will be an easy matter to throw away a lot of money in fuel for which we get no return.

Keep up the good work of releasing cars promptly. Don't wait for somebody to jog you up.

Get every man in your organization interested in his job. Make him see that the work he is doing is necessary and has a vital effect on the general results. The Illinois Central already has an enviable reputation—let's make it better.

It never rains but it pours. Be ready for it at all times.

It is impossible to purchase nails at times in the market. Can't you clean up and get the surplus in use?

Assist in getting train over road—"Don't Bull."

Materials cost as much as foods. H. C. L. means materials; keep this in mind.

Load that car the same day set.

Help increase the car mileage; it will help you.

Don't watch the clock. Watch the leaks in the Treasury.

Railroading is like salesmanship. If you would convince the traveling and shipping public of the value of the commodity which you are offering them, you must first sell your product to yourself. If you believe that it is right that the commerce of the world be handled expeditiously and harmoniously; that cars be kept moving in order that they may earn while depreciating; that the equipment be constructed safely and maintained in the condition demanded by the service to which assigned; then by all means get into your job with all the energy and resources at your command, and you will find that it will make a considerable difference in the general opinion toward the railroad as well as your personal property.

Cut out the over-time. Do it in eight hours.

Good-bye. Will see you in October issue.



The Misses Naomi Downey, Mary Balderston, Florence and Nina Berger, of the general offices of the I. C. R. R. in Chicago, spent a most pleasant week-end trip in Vicksburg, Miss., having arrived Saturday, May 29th, and owe their gratifications to Mr. J. A. Chisholm, accountant in storekeeper's office, and Mr. W. B. Watson, of the superintendent's



ent's office, who so royally entertained them. The girls visited the storehouse and were made acquainted with some of the office force, as shown in the picture, after which they toured through the National Park Cemetery and the outskirts of Vicksburg. They arrived back in Chicago, Tuesday and vowed it would *not* be their last trip to Vicksburg.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Care of the Teeth and Mouth

The cleanliness and freedom from bacterial dirt of the teeth and mouth is now realized to be a matter of great importance and we are instructed to thoroughly cleanse the teeth at least once a day but the reasons underlying this matter have, in the light of present progress and understanding, become more numerous and weighty.

It is now realized that inflammations of the gums and lining membrane of the mouth are the causation of numerous diseases which in former years were treated per se and without thought of any remote contributing cause lying in the mouth. These diseases include acute rheumatism, chronic joint diseases, heart troubles, gall bladder inflammations, etc., etc.

We are living at a rapid rate of speed, food with which we are supplied has been changed in form and in its relation to the digestive juices; our forefathers did not have the pleasure of buying a pre-digested food which could be prepared for use in three minutes, eaten in one and a half minutes and digested in no time at all; they went out into the forest and shot their game, skinned and prepared it and then with an appetite which needed no artificial stimulation, masticated and swallowed it, leaving a virile digestive system to extract the nourishment and turn it back into the blood to make strength and health.

The teeth were kept clean and healthy by reason of the polishing they received in chewing rough food-stuff and very little thought was bestowed upon just which tooth-paste to use and whether a brush should have hard or medium bristles.

Then came the gradual changes, starting with prevention of decay in the tooth accomplished principally either by extraction or by grinding and filling; later on came mouth washes to be used often and accompanied by the use of various powders and pastes applied with a brush—all this to prevent decay in the teeth and keep the mouth clean.

Today we go still further and take X-ray pictures of the teeth and determine thereby

their condition and gain knowledge as to their future durability, but principally and of more value, find out whether a particular pus pocket, discoverable only by the X-ray, is not the principal contributing cause of infection of the gall-bladder and possibly even the bottom of the excruciating pain experienced in gall-stone colic.

It is a matter worthy of comment that we no longer see the fine large impressive jaws of our ancestors in the present age and civilization and it is highly probable that our continued use of the soft prepared foods now on the market has led to a less active use of muscles of the jaw used in chewing and grinding, thus producing a condition shown by jaws of less size, of muscles soft and flabby and of digestions liable to derangement for the slightest cause.

The first teeth must be watched so that the second teeth may come regularly, or otherwise deformity of the jaw results. Too early or too late loss of the first teeth disturb the eruption of the second teeth. If one jaw is narrow, its teeth will not meet those of the other jaw and the deformed jaw must be spread by the dentist. A narrowing of the upper jaw with high arched roof to the mouth interferes with the breathing through the nose and thus may lead to adenoid growth and pinched nostrils. Tonsils and adenoids must be removed to prevent extension of the inflammation in them through the eustachian tubes which lead to the ears. Deafness in children, recurring colds, abscess of the ears and mastoid disease are usually caused by diseased tonsils and adenoids. Protrusion of the teeth of the upper jaw may be induced by the habit of thumb-sucking in infants.

Extra or supernumerary teeth constitute another cause of irregularity of the jaws. One must pay particular attention to the teeth during the period from the seventh to fourteenth years of childhood, as this is the time for the dentist to care for the first and prevent their early decay, or to straighten the teeth by methods which have reached such a

state of perfection that they have become a specialty. Irregularities of the teeth produce spaces in which food lodges and thus favor decay. It has only been of late years that the fact has been given general recognition that the prevention of decay is attained chiefly by regularity and perfect polish of the teeth. If the surface of the enamel is wholly free from irregularities and roughness there is no chance for the food to stick to them and one might almost do without a tooth brush; this condition is one rarely met with, and the above statement will only serve to emphasize the extreme importance of daily brushing of the teeth and keeping the enamel in as smooth a condition as is possible. A visit to the dentist should be made several times a year for the purpose of having the tartar removed and the teeth polished—this is very necessary and constitutes the prophylactic method of caring for the teeth.

The teeth should be properly brushed after each meal and certainly once daily, before

bed time, as that is most important in preventing a long delay of food on the teeth, i. e., over night. The brush should be rather soft, so as not to injure the gums and have bristles of varying length to reach into irregular spaces. The motion given the brush should be from above downward over the surface of the teeth, thus pushing the bristles in between the cervices and carrying out any food lodged therein. The brush should then be rinsed in cold water and the gums brushed briskly to stimulate an increased flow of blood through the fine vessels contained therein—this keeps the gums firm and hard and lessens the danger of recession.

The mouth should then be washed out with a mild antiseptic solution, drawing the fluid back and forth through the teeth by suction. A few drops of carbolic acid in half a glass of water, cresol, a light colored solution of potassium permanganate are all good for this purpose and should be used each and every night.



Brick Industry, Starkville Miss.





TRANSPORTATION DEPARTMENT



Superintendent McCabe Writes of the Need for General Co-operation In Solving the Problems of Transportation

In Dubuque, Iowa, the Rotary Club is a live-wire organization. The other day the publisher of *The Dubuque Rotary Barrage*, a live little news sheet published by the Rotarians for Rotarians, invited Superintendent L. E. McCabe of the Minnesota Division to contribute to the columns. Selecting as his theme one of the fundamentals upon which Rotary is founded—co-operation—Superintendent McCabe replied in this wise, quoting from *The Barrage*:

CO-OPERATION IN SOLVING THE TRANSPORTATION PROBLEM.

By L. E. McCabe,
Superintendent, Minnesota Division,
Illinois Central Railroad.

The time has passed, if indeed there ever was a time, when a person may sit idly by and declare that the railroads' problems are no concern of his. Shortage of transportation affects, in some vital way, every man, woman and child in the United States. Business interests have long recognized that fact, and the public in general is coming to recognize it more clearly every day. The railroad's problems are the public's. In this connection, it is encouraging when a Rotary Club, founded upon the spirit of helpful co-operation, invites a railroad man to make some contribution to the material for its discussions, for co-operation, more than anything else, is needed just now in solving efficiently the problems which confront the carriers of the country.

The shortage of transportation facilities—especially freight cars—is one of the serious aspects of the present moment. It affects every business enterprise. Regardless of how efficiently an industrial concern, a retail business or a farm may be conducted, the efficiency falls short of successful operation if there are not cars to supply material to market the product.

The carriers, by reason of the constructive terms of the Transportation Act, under which they were returned to the management

of their owners, and by reason of the recent rate increase ordered by the Interstate Commerce Commission, making a new step in getting away from the policy of strangulation which for years was practiced upon them, are now placing orders for new equipment. This equipment, however, will not be delivered for some time, and in the meantime other methods of relieving the situation must be found. By the introduction of more efficient methods and the whole-spirited co-operation of the railroad workers, the carriers have been able to speed up transportation materially. The number of cars in terminals in excess of the current movement was reduced by July 30 to 90,571, as compared with 288,000 reported after two weeks of the outlaw strikes in April. Figures on the handling of freight show a steady improvement over a corresponding period of last year. During the four weeks ending July 24 there were loaded in the United States 3,437,235 cars of commercial freight, as compared with 3,365,046 in the same period of 1919. Unquestionably, the railroads are doing their part, but intelligent co-operation on the part of all patrons is needed. Equipment should not be delayed. A man may be able to pay high demurrage on a freight car, but by holding it he deprives some one else of its use. Cars should be loaded to maximum capacity. Consignees should promptly take up less than carload shipments, to relieve congestion in the freight houses. Buyers should anticipate their requirements as far ahead as possible. Above all, the general public—and in that there is a duty for every man, woman and child to perform—should, in every-day life, reflect a helpful attitude toward the railroads.

The managing body of a railroad cannot meet the present situation alone. The managing body and the vast army of railroad workers cannot meet it. The co-operation of the public is vital. And, after all, the public is just as vitally concerned, if not more so, than the other factors in the problem.



Your Home

The homes of section foremen are what they make them. When houses are kept from delapidation; surroundings cleared of wild weeds, rubbish and refuse; fences kept in a good state of repair and walks nicely laid out, it speaks well of their character and points out to neighbors and passers-by the fact they possess the fundamental of life—PRIDE. Shouldn't they feel proud, when they know they have accomplished this by a few hours of extra effort every evening or so.

All foremen should be spirited in this way. A few hours spent now and then after supper cutting the lawn, pruning trees, caring for chickens, pigs, etc., soon interests them to the extent that nothing will be left undone to have their homes one hundred per cent in comfort and beauty.

It can readily be seen that this extra effort will not be wasted. While it is true it will be impossible for some to have places equal to those of others, there is one thing that all should bear in mind and that is TIDINESS. With this in mind it will only be a short time before every foreman on the railroad has a home worthy of mention, and what is more pleasing to the eye of the public from passing trains, or general officers going over the road, than well kept section houses?

Besides, this extra work will go a long

way toward beating the high cost of living. A few chickens will lay enough eggs to supply the family, and at the same time, probably enough more to realize a few dollars on the side.

The keeping of a few pigs will permit foremen laying down their own pork, which is a big item with the present high prices of meats.

The vacant property around their homes will allow the pasturing of a cow. This will have double benefits—fresh milk every day and the churning of sufficient butter to take care of family requirements, and maybe, a little to sell.

The accompanying photograph, from every point of view, is ideal, and portrays vividly that spoken of above. It was accomplished by proper selection and planting of trees, shrubs and flowers through the medium of hearty co-operation. The railroad furnished the material and the services of a gardener to plan and plant. An all around foreman, who keeps good track and a clean yard, performed that necessary to make the picture possible.

The Gardening Department is back of you. Do not hesitate to call upon your Roadmasters and Supervisors, make your wants known and they will gladly see they are cared for.



Handling, Storage and Transportation of Cotton, Prevent Fire Losses—Study the Causes

George R. Hurd, Supervisor of Fire Protection

The cotton season is approaching and every effort should be made by employes and others to guard against fire.

Every employe in the cotton territory should observe the following and report any irregularities to his superintendent in writing:

1. Each agent must personally see that water barrels and buckets are properly distributed and are ready for immediate service, and agents at terminals and large stations must see that all fire-extinguishing equipment, including water barrels, fire buckets and hose and chemical extinguishers are in serviceable condition and that conspicuous "No Smoking" signs are posted and this "No Smoking" rule positively enforced.

2. Cotton platforms must be equipped with one water barrel and two conical fire pails for each 500 square feet of space, no platform to have less than two fire barrels and four fire pails. Conspicuous "No Smoking" signs must be prominently posted and a sufficient number of pike poles and cotton hooks kept convenient for immediate use.

3. When water connection is convenient, pipe lines should be extended and hose connections or hydrants installed in sufficient number to protect the property.

4. The utmost care must be used in burning right of way and in burning cross ties or scrap lumber care must be used to have the fire a sufficient distance from track to prevent passing trains, which may contain cars of cotton, picking up flying sparks.

5. Agents must not permit the accumulation of cotton at their station and whenever it begins to accumulate report the condition to the superintendent.

6. Agents should make every effort to load all cotton received during the day, but when necessary to leave any accumulation on platform overnight and particularly when there are 100 bales or more, a watchman should be arranged for with instructions to prohibit trespassing and to watch cotton carefully, particularly on and after passing of trains, and to examine closely for fire after passing of each train.

7. Agents should wherever possible not receipt for cotton delivered after 5:00 P. M. and under conditions making late loading necessary, extreme care should be exercised with lights.

8. Agents should be cautioned as to the danger of receiving cotton that has been freshly ginned as there is a liability of a spark being concealed in bale, in which case

fire will burst through at an average period of 48 hours. Cotton indicating heating should be refused and isolated and notice sent to the superintendent giving evidence of heat and the name of the gin from which the cotton was received.

9. When space permits agents should keep cotton separated by lots on platforms and provide for intervening space for concentrations.

10. When congestion necessitates ground storage cotton should be kept separated from platform by intervening space.

11. Platform space under and around same and tracks adjacent thereto must be kept clean and scrap cotton and other inflammable material picked up.

12. Cotton must be loaded in closed cars only.

13. When ventilator cars are used, all vents must be securely closed and if the openings cannot be closed spark tight, the cars must not be used for loading cotton.

14. When loading cotton agents must see that car doors facing main track are kept closed and before car is moved doors should be closed and cleated and all openings closed spark tight.

15. Conductors must not move box cars loaded with cotton until they are satisfied that all openings have been securely closed as above required.

16. The parking of caboose and camp cars within 80 feet of cotton platform should be prohibited.

17. While in transit cars containing cotton should be located midway of trains, if practicable, and at least 10 cars from engine and under no circumstances placed next to cars containing explosives.

18. While in transit conductors should instruct crew to keep constant watch on cotton cars and be sure that doors remain closed.

19. Smoking by train crews or others around cars loaded with cotton must be prohibited.

20. Hot journal boxes on cars containing cotton must be given immediate attention. They must not be allowed to blaze.

21. Each caboose in cotton territory must be equipped with necessary iron-handled pike poles, cotton hooks and cone-shape buckets.

22. Engineman must not work steam when passing cotton if possible to avoid it.

23. When necessary to use steam they must work the throttle as lightly as possible.

24. Engineman must not clean ash pan or shake grates within 100 feet of cotton.

25. If engine stack starts throwing fire on road, the engineer should call the conductor's attention to it in order that extra precautions may be taken by train crew to guard against fire.

26. Report of the same must be made by conductor and engineer at end of the run.

27. In case of fire in transit, conductor must stop train promptly unless the burning car or cars can be moved to water tank or other water supply. There are fire extinguishers, water barrels and buckets at all stations which may be used.

28. Every effort must be made to put out the fire. If this cannot be done at once, the burning car or cars must be cut out and placed where no other property will be damaged.

29. Train crews will be expected to exercise good judgment in connection with the foregoing rules for the reduction of fire loss.

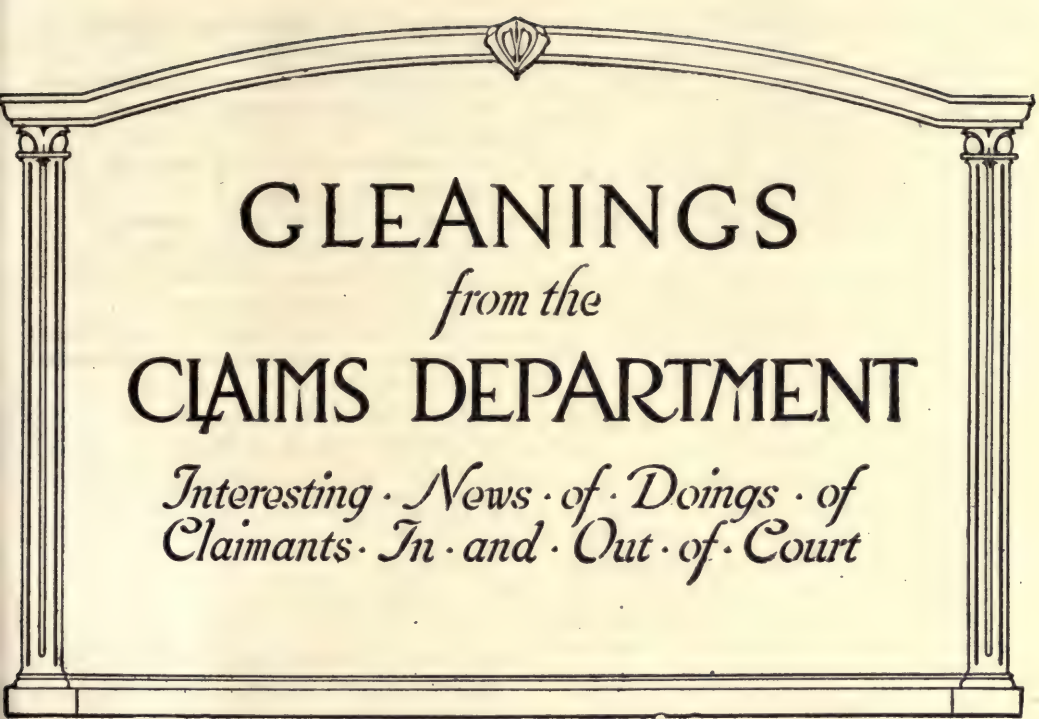
30. The use of platforms for weighing and storing cotton before offered for shipment and bill of lading issued, should only be permitted by specific directions of superintendent.

31. Agents must prohibit persons from loafing or loitering on or about cotton platforms; if necessary, reporting cases which they cannot themselves remedy to the superintendent.

32. Car inspectors should not pass cars of cotton when car is not spark tight.

33. Special instructions should be issued by superintendent requiring the cleating of doors of all cars loaded with cotton and in order to secure the full benefit from such precautions, instructions should be issued to cleat doors of cotton cars received from connecting lines, where the connecting line has failed to afford this protection report same to superintendent. Train masters, supervising agents and traveling auditors are urged to co-operate with this department to insure the observance of these rules.





GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

The High Cost of Experience

By George Bradshaw

Nine little railroad men handling freight;
One stepped on a rusty nail that left
eight.

Eight little railroad men surfacing track
eleven;
One didn't hear the bell and then there
were seven.

Seven little railroad men with a lot of
cars to fix;
One failed to post blue flag and then
there were six.

Six little railroad men, all spry and
live;
One rode on engine pilot and then there
were five.

Five little railroad men, all warned be-
fore;
One went between moving cars; then
there were four.

Four little railroad men with good eyes
to see;

One didn't wear his goggles and then
there were three.

Three little railroad men, on train over-
due;

One left a switch open and then there
were two.

Two little railroad men on a switch
run;

One left a car foul and now there's
only one.

Said one little railroad man, left all
alone;

"Now, while my skin is whole and my
life's my own,

I'll take your Safety Dope, Doc,—I'll
take it straight—

Before I go the way of the other eight."

IS THIS YOUR CREED?

"I believe in the stuff I am handing out, in the firm I am working for, and in my ability to get results. I believe that honest stuff can be passed out to honest people by honest methods. I believe in working, not weeping—in boosting—not knocking, and in the pleasure of my job.

"I believe that a man gets what he goes after and that one deed done today is worth two done tomorrow and that no man is down and out until he has lost faith in himself.

"I believe in today and the work I am doing, in tomorrow and the work I hope to do, and in the sure reward which the future holds. I believe in courtesy, in kindness, in generosity, in good cheer in friendship, and in honest competition.

"I believe there is something doing somewhere for every man who is ready to do it. I believe I am ready right now."—*Exchange*.

DOWNTOWN SPEED LIMIT FOR AUTOMOBILES SET AT 10 MILES

The Ordinance Committee of the City Council which has in hand the matter of drawing up a revised traffic ordinance to apply in Belleville has received from Secretary of State L. L. Emmerson a digest of laws governing automobile drivers. The digest will be used as a guide in outlining the several sections of the proposed ordinance.

Among the provisions to which attention is called are the following:

"No car must be driven over a railroad grade crossing faster than ten miles an hour and where 'stop' signs are shown cars must come to a full stop."

The speed limit in the business sections of a city is ten miles an hour; 15 miles in the residence section; 20 miles inside the city limits but outside the business and residence limits; and 30 miles in the country.

Every car must have good brakes and suitable signal device.

Licenses of chauffeurs will be revoked for drunkenness.

Owners of the car or chauffeur must accompany person under 15 years driving car.

A vehicle approaching from the right has the right of way.

Keep to the right in passing a vehicle coming from the opposite direction.

Signal and pass to the left of a vehicle going in the same direction.

The driver must signal his intention of turning or stopping by out-stretched arm, or otherwise.

An automobile must not be driven within ten feet of a street car loading or unloading passengers, except by express direction of the traffic officer.—*Belleville (Ill.) News-Democrat*, August 9, 1920.

AN UNUSAL LETTER

Claim Agent F. F. Munson is in receipt of such an unusual letter for a Claim Agent to receive that the same is printed below:

Enid, Miss., August 12, 1920.

F. F. Munson,

Claim Agent,

Memphis, Tenn.

Dear Sir:

Train No. 4 on August 10th struck and killed one Jersey-Holstein heifer belonging to me. The heifer was about eight months old, weighed between 250 and 300 lbs. It was fine milk stock and as such I valued it at \$30.

I ask the railroad to reimburse me half that amount (\$15); because I did not get it back into the lot as soon as I found the lot gate left unfastened and the heifer out. I wish only what is right, and I consider it right to lose half what the young heifer was justly worth.

If you wish the account made out in due form, please send me the proper blank for same.

Yours very respectfully,

W. E. Johnston.

STOPS PANAMA LIMITED

The Panama Limited don't make many stops on the I. C. road, but stopped

suddenly at the crossing in Roseland about 2 p. m. Wednesday. "Fanny," fast mare owned by Chas. and Clifford Streat, undertook to cross the track to the water fountain, but was hemmed in by a passing south freight and got right in front of the Limited.

Engineer Ford blew the whistle long and loud, reminding us of Tom Long on the way down from Arcola, put on the emergency brake and finally to save the horse and train, the latter came to a standstill until the former slowly walked away.

Conductor Broas and passengers looked out in amazement, as the people and small boys rushed to the crossing to gaze on the luxurious Panama Limited as it came to full stop at Roseland. The town is again placed on the map.—*Roseland (La.) Herald, August 6, 1920.*

ACCIDENT MENACE NEEDS ATTENTION, SAYS W. R. SCOTT

That something should be done to lessen the possibility of collisions between automobiles and trains, is clearly the opinion of W. R. Scott, president of the Southern Pacific, Texas and Louisiana lines, and is strongly shown in the statement made by that official in discussing the situation.

"The automobile now is a recognized feature of commercial and social life," said Mr. Scott, "and the development of that vehicle and its influence in all avenues of effort has been, and is, such that the citizens of the country as a whole can no longer escape the responsibility which rests upon them in the matter of providing measures and methods which will render their operation of greater safety.

"The report of the Interstate Commerce Commission shows that in the two years ending December 31, 1918, there were 4325 collisions between automobiles and trains on highway grade crossings, in which 2214 persons were killed and 6100 injured in this country, and I have no doubt that in 75 per cent of the unfortunate instances the fault

for the accident rested with the driver of the automobile.

"I make this assertion as a result of receiving a history of the collisions on the Texas-Louisiana lines of the Southern Pacific for 1919, which indicated that out of a total of ninety-eight collisions, in which four persons were killed and sixty injured, eighty-nine were reported to have been caused by the automobilist, and only seventy-one by the railroad employes, two being of joint responsibility. In these ninety-eight cases, fourteen automobiles ran into the side of moving trains.

Situation Most Serious

"On the Southern Pacific lines west of El Paso, during 1919, there were chronicled a total of 253 accidents, resulting in the total or partial destruction of as many automobiles, and of these, 137 machines ran into trains or cars, 263 ran on the track in front of the engine, seventy-three died on the track and were struck, thirty-one ran into closed crossing gates, the others being from various causes, including five watchmen run down by drivers.

"There is some satisfaction in the fact that in both Texas and California, despite the large increase in the number of automobiles, there has been some decrease in the number of accidents and casualties. In Texas in 1919 there were only 208 casualties, as compared with 241 for 1918. On the Southern Pacific lines, west, there were 227 casualties in 1918 and 224 in 1919, a remarkable reduction, when the number of motor vehicles must have increased by not less than 20 per cent.

"The situation in spite of this showing, is most serious and demands attention by the public and the lawmakers. The elimination of grade crossings is impossible. Even if there were money enough in the country to do this work, physical obstacles could not be overcome or eliminated except in part. Laws would help but not entirely prevent accident, and nothing the railroads could do would solve the problem, as in over 90 per cent of the

accidents the train employes are positively helpless.

"A train traveling forty-five miles an hour, runs a mile in just eighty seconds. The importance of this to the automobile driver who contemplates making the grade crossing ahead of the train, is in the fact that the train will cover a tenth of a mile, or 528 feet, in eight seconds. The automobile traveling thirty miles an hour can start and stop in less than a quarter of a minute, and within a distance of fifty or sixty feet. The factor of safety is thus completely with the auto driver, and it is almost entirely with him or her to settle the question and establish or remove the hazard of the grade crossing.

Accidents in Chicago

"In connection with the subject, no greater illustration of the need of restrictive laws and regulations can be adduced than the fact that in 1919, 321 persons were killed and 4745 injured by being struck by vehicles while walking or riding on the streets of Chicago, and 88 killed and 2249 injured while occupying vehicles that were struck by other street conveyances. In these the railroad did not figure at all. The history of Chicago is duplicated in every other city in the country.

"Notwithstanding the dreadful toll of life and body, too little is being done by all concerned to prevent it."—*The New Orleans (La.) Times—Picayune*.

RUNS DOWN TRACK TO AVOID CRASH

"Larry" Burns, engineer on south-bound train number 1, Illinois Central, was travelling along at a good rate of speed Saturday morning north of Peotone when suddenly he espied an automobile on a road which crossed the right-of-way, some distance ahead.

The car was doing a little speeding of its own and its driver was oblivious to the approaching train. He maintained his speed until he reached

the crossing in spite of the warning whistle tooted by the engineer, the engine bell and the shouts of the trainmen. Engineer Burns slowed down almost to a stop and was barely going when he reached the crossing.

Just then the man in the auto came to himself. He looked up, saw the oncoming train, became wildly excited, threw his small baby out onto the ground, and started down the tracks in front of the engine at full speed.

Engineer Burns got down from his cab and shouted for the man to stop. "Come here," he said, "I want to see you. It isn't often a fellow gets a chance to see a fellow like you—alive."

The man refused to give his name and went on after picking up his badly bruised baby.—*Kankakee News of August 9, 1920*.

COMPANY WELL REPRESENTED AT DUNLAP

The Dunlap (Ia.) Reporter printed a news article August 5 commending Mr. J. M. Holland, agent at Dunlap, for the grace and ability with which he carried off the duties of toastmaster at a farewell banquet given Father Hanson by the St. Patrick's parishioners at that place. The parish embraces the territory from Council Bluffs to Denison, Iowa.

It may be added that Mr. Holland is a 100 per cent agent. Eighteen years ago he was appointed agent at Dunlap. In those eighteen years he has established himself as one of the influential citizens of the community. He is now president of the Commercial Club, director of the Public Library, treasurer of the Red Cross, served on the Council of National Defense and until recently was president of the Fortnightly Club. The business men and farmers of Dunlap and the surrounding neighborhood counsel with Mr. Dunlap not only on their business relations with the railroads, but in other business matters.

Mr. Holland's success is a splendid example of the opportunities for community service in railroad work.

A SAFE METHOD OF MURDER

Cyril Bonfield, writing in the Chicago Tribune, says:

There has been little effort to try to lessen the number of auto deaths. Is it because the motorist does not kill with a gun or a knife or with poison that he is not so rigidly prosecuted?

There are times when accidents are unavoidable, but this does not happen in every instance. Some motorists have been criminally careless, but only one out of a hundred of these has been convicted.

The murder seeking a safe way to kill his enemy will soon learn he can run him down with a motor car and be exonerated by a coroner's jury. It is easier, too, to hunt with an auto than it is with any other weapon.

HIT BY AN ENGINE AFTER TEN YEARS WATCHFUL WAITING

Shenandoah, Ia.—Having crossed a railroad track many times in ten years and never seeing an engine on that yard switch, Mrs. Glenn Bright, driver of a Buick load of passengers, did not turn her head to the right or left yesterday to look.

The engine was there that time. Attracted by the scream of J. F. Miller of Robinette, Ore., former Wabash station agent here, who was a passenger in the car, Mrs. Bright looked too late. She threw on the reverse and succeeded in saving the lives of the occupants of the automobile.

The cowcatcher, however, struck the car. The front wheel was broken, a fender damaged, the lights smashed and the steering post and radiator bent.

Mrs. Bright was meeting the Millers who were coming to be her house guests. —*Des Moines (Ia.) Register.*

A PITIFUL ACCIDENT

Ex-Governor J. Frank Hanly who was killed in an automobile accident at Dennison, O., on Sunday had served as governor of Indiana, and had been prominent in the Republican ranks for

a number of years, finally becoming a prohibitionist and a leader in that party. His competitor for governor was our present Vice President Marshall. Governor Hanly had spoken in defense of prohibition several times in Iowa. He made the strongest attack on the liquor interests which was ever made in this state. He was a man of great courage, and was never afraid to speak his mind. When he lost his life he was being driven by a friend, Dr. C. M. Baker, to fill a speaking engagement. Dr. Baker drove his car on to a Pennsylvania railroad track in front of one freight train, and behind another. The accident resulted in the death of Dr. Baker and his wife as well as Governor Hanley. The accident is a pathetic one in its results, but it is difficult to realize what could cause an automobile driver to undertake to cross a track between two railroad trains. Every day the dispatches give accounts of killings of this nature. Thoughtlessly the blame is generally placed on the railroad train, but the blame almost universally rests on the automobile driver. The driver of an automobile should know where he is driving when he is in the vicinity of railroad tracks. He has a chance to know. He has a chance to stop and listen; also to look. This moralizing will not bring the dead back to life, but these accidents should come to an end.—*Des Moines (Ia.) Capitol, August 7, 1920.*

WRITTEN IN BLOOD

A Springfield man who has just returned from a motor trip to Chicago says that it is not a safe experiment anywhere within fifty miles of the great city by the lake to attempt to cross a railroad track with an automobile without first coming to a full stop.

Officers are lying in wait to enforce the state law which says that such a stop must be made. The provision is a wise one. The number of fatal accidents due to carelessness at railroad crossings is appalling.

Accidents of this kind are recorded

in the papers every day and yet drivers seem to pay no attention to the warning thus written in blood.

Most of these automobile collisions are caused by plain carelessness on the part of drivers, but there is a feature of this carelessness that has its roots in plain laziness, the same kind of laziness that makes an automobile driver stop in front of a house and wake up the whole neighborhood tooting his horn instead of going to the door and delivering his message or transacting his business.

A simple precaution that would save many lives by preventing railroad accidents would be not only for the car to be stopped, but, where the view of the track is obscured, to have an occupant of the car go forward to ascertain whether or not a train is coming.

This may cost a little physical exertion, but it is certainly a cheap and effective way of averting danger that may result in loss of life.

There is one better way of preventing grade crossing accidents, and that is by abolishing grade crossings, but in the nature of things that remedy is a long way off.

In the meantime it is practically impossible to provide a policeman for every crossing so it is necessary that every man should be his own policeman.

Will you observe this warning written in blood?—*Springfield (Ill.) State Register, August 4, 1920.*

"STOP, LOOK, LISTEN!"

The tall white posts with the cross arms lifted ghostlike to warn the incautious to "Stop, look, listen!" fail of a perfect duty every day. For every day somewhere on a railroad crossing a life is yielded because the warning to "Stop, look, listen" was not obeyed. It might be better to have these warnings more ghostlike than they are patterned after the skull and cross bones of the apothecary to warn against a poison.

The woman who said of motoring, "I am afraid of railroad crossings," and the man who answered, "Keep on being afraid of them," were right. Everyone

should be afraid of these crossings and should continue to be afraid. Caution is born of fear and was when man was living in trees and caves. So caution and prudence were handed down as heirlooms; but modern motor car drivers seem not to care for their legacies.

Being cautious and careful, it is admitted, does not make railroad crossings absolutely safe. The only thing that will make them safe is to elevate the tracks; and the time is coming when legislation enforcing that rule will be passed. But now there are thousands of grade crossings, the greatest single hazards of motorists and death's toll gates at which men and women and little children sadly pay.

"Keep on being afraid of railroad crossings" is good advice. Be so afraid of them that you will always "Stop, look, listen" when you approach one. Stop, indeed, if necessary, to be convinced that the way actually is clear that no train possibly can rush down upon you before the crossing can be made. Take all the margin; give none to the iron monster that may come rushing by to kill. One always should make sure of taking all the margin of safety. Safety that is one hundred per cent guaranteed is none too good.

It does not require much time to "Stop, look, listen." The careful motor driver will take the time always. Carelessness is expensive. It may be indulged many times without cost but the danger is there all the time just the same.

A motor car never should be driven so fast in approaching a crossing but that it can be stopped before it gets on to the track if a train is seen. It should be driven fast enough that it can be gotten off the track when a train is observed approaching. Under both conditions, it should be under perfect control of the driver who knows what his car will do, who does not have to guess at it.

A famous statesman and reformer was killed Sunday in Ohio on a railroad crossing. He had crossed tracks in automobiles thousands of times but his last

crossing has been made. J. Frank Hanly, former governor of Indiana, lies dead at Indianapolis, cut down in the prime of his manhood because the automobile in which he was riding was driven across one track in the rear of a passing train and on to another track directly in front of another. Two others died with him. Three lives the forfeit paid for, not stopping and looking and listening.

An accident like that could happen to anybody, yet, everybody ought to be able to avoid it. It pays to "Stop, look, lis-

ten." It costs heavily when one does not. Human life is not cheap. It is the most valuable thing in the world. Yet how lightly is human life sometimes treated by persons who take their own lives into their hands because they won't "Stop, look, listen."

Death waits at every railroad crossing. "Stop, look, listen" and keep Death waiting. Don't go to him too soon thru carelessness. He comes inevitably, all too soon as it is.—Editorial from *The Kankakee Republican*, Aug. 5, 1920.



Business Section

Starkville Miss.

*Peoples Savings Bank
(under construction)*

A New Tune for An Old Song

An editorial which was printed in the Joliet (Ill.) *Herald-News*, August 9, under the title of "How to Stay Poor," offered some editorial suggestions to Claim Agent Charles D. Cary, of Kankakee. Whereupon Claim Agent Cary whittled out a new tune for the old song of "The High Cost of Living is Keeping Me Broke." Herewith are reproduced the original editorial and the Cary effusion:

HOW TO STAY POOR

Although the industries of Joliet are paying higher wages than ever before, and the farmers offer \$4 and \$5 a day with board for help, we seem to have acquired habits

of spending that keep us continually poor—and we cannot blame it all on the high cost of living.

Never before did we enjoy so many luxuries. Families of very moderate income in this city boast of automobiles, phonographs, and strictly modern houses. They have every modern convenience, yet they complain of the price of food. Prices of food have gone up, but so have the prices of unnecessary articles which we buy with much less grumbling.

We have acquired the most expensive habits in entertainment. Suppose we go to a show, the price of admission to which has advanced several times in the last few years,

we then go to a place to eat a lot of unnecessary expensive food, and if we have just received our weekly pay roll we end the evening's entertainment by going home in a taxi. During a warm day or night we often spend 75 cents on ice cream and drinks to make ourselves cool when there is plenty of cold water on the street corners.

Another popular means of extravagance is to be found in dress. We go into a haberdasher's store to buy a shirt, and instead of buying the kind we intended, we allow the clerk to sell us a couple of \$15 silk ones, thus spending more than half a week's pay upon one article of dress. Two \$3 shirts would do just as well, so we might say that in such a case we squandered \$24 on foolish pride.

There are many means of enjoyment which do not consist of spending money. There are parks and outdoor sports which cost us practically nothing to enjoy. There are books and papers to read which not only amuse, but improve our minds.—*The Herald-News, Joliet, Ill., Aug. 9, 1920.*

These conditions are largely as we prefer them, the clerk, wage earner, and those with moderate and fixed incomes, have as against these incomes a "want" column equal to and in some instances exceeding the total amount they are able to earn in a given period of time.

There has been a uniform and steady advance in ice cream, soda water, cokes and

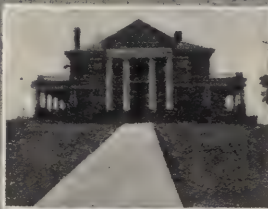
dopes, picture shows and all those "non-essential citizens" calculated to absorb incomes and give nothing of material wealth back to the donor. Yet in spite of these advance prices there has been no slump about the ticket windows, nor has there been any diminished numbers who prefer to suck most of their nourishment through a straw.

Had this motley crew organized as consistent a rebellion against "coke" as they did against potatoes and wheat flour, they would have injected an economic virtue into the culpable aspect of some excellence.

The Herald-News says that during a warm day as much as 75c is spent for ice cream and drinks during the evening, this is quite close to \$275 a year, nothing of particular value is received for this outlay, but it is a high increment in extravagance when articles of real food value which are catalogued as a necessity are making heavy demands upon wage earners and their families.

When we read the lives of such exponents of real thrift as James J. Hill working on a steamboat, and the early pioneers of these Illinois prairies who transformed them from grassy marshes filled with blood sucking insects to oceans of corn tassels, we wonder if their highest achievement was personified in a gastric attempt to digest the gelatine of modern ice cream or suck up "coke" through a straw.

He is the happiest man who possesses the fewest wants. CHARLES D. CARY.



Residences of
Starkville
Miss.



FROM THE LAW DEPARTMENT



Current Commerce Decisions

1. **Hack drivers.**—A railway company may grant an exclusive privilege and exclude all others who desire to go upon its premises for the purpose of soliciting customers or business.—**Mader v. City of Topeka**, 189 Pac. Rep., 969.

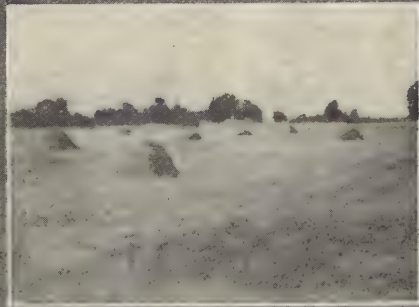
2. **Lien for feeding and watering live stock in transit.**—Where, during rest periods in interstate transit of cattle, neither owner nor shippers exercised option to perform duty under Act of Congress June 29, 1906, to water and feed animals, carrier became obligated to perform such duty, and had lien on animals for food, care, and custody furnished, collectible at destination, whether or not it would not be liable to owner or shippers in action for negligence if injury resulted from failure to feed and water.—**New York Central R. Co. v. Sturtevant**, 127 N. E. (Mass.), 509.

3. **Fabricating fictitious bills of lading.**—The fraudulent fabrication and use of fictitious interstate bills of lading could be prohibited and punished, as was done by the Act of Congress August 29, 1916, as a means of protecting and sustaining the vast volume of interstate commerce operating and moving in reliance upon genuine bills of lading. Bills of lading for interstate commerce are instrumentalities of that commerce which Congress, under its power to regulate commerce, has authority to deal with and provide for.—**U. S. v. Ferger**, 250 U. S. 199.

4. **Written claim for damages.**—Parties to interstate shipment of live stock may validly stipulate that no liability shall be incurred to the shipper for loss or damage



Corn and hay, Oktibbeha Co., Miss.



unless a verified written claim be made and delivered to the General Freight Agent within five days after unloading, and such stipulation is not satisfied by prompt advisement of the carrier's agent at final destination of all essential facts.—**Baltimore & Ohio R. Co. v. Leach**, 249 U. S. 217.

5. Consignee's possession of freight.—Only upon payment of published rate is consignee entitled, under the equal-rates requirement of the Interstate Commerce Act, to receive the shipment. He is liable for the difference between the freight charges erroneously specified in the way-bill and paid by him upon receipt of the goods and the larger amount due under the applicable published rates, although, by virtue of his agreement with consignor, he (consignee) did not become the owner of the goods until after delivery.—**P. C. C. & St. L. R. Co. v. Fink**, 250 U. S. 577.

6. Tariff a part of shipping contract.—The tariffs or rates fixed and approved by the Interstate Commerce Commission and published by law are part of every contract for interstate affreightment. After completion of a contract for carriage of goods, the carrier may maintain an action of assumpsit on the common counts to recover the lawful rate or any unpaid balance against the owner of the goods.—**Hurt v. A. B. & A. Ry. Co.**, 84 So. (Ala. App.) 631.

7. Demurrage collectible where single cars of frozen ore could have been unloaded within free time.—Rule 8, Sec. A, subd. 2, of the Uniform Demurrage Code, approved by the Interstate Commerce Commission, providing that no demurrage shall be collected when shipments are frozen while in transit, so as to prevent unloading during the prescribed free time, treats the single car as the unit, and, where any single car of frozen ore might have been unloaded within the free time, demurrage was collectible, though the number of cars received by the consignee at one time could not be so unloaded; the consignee having entered into the average agreement with the railroad prescribed in Rule 9.—**Pennsylvania R. Co. v. Kittaning Iron & Steel Mfg. Co.**, 40 S. C. R. 532.

8. Interstate Commerce—Employer's Liability.—Under the Employer's Liability Act, a railway train-man was employed in interstate commerce if any of the cars in his train contained interstate freight. In this instance, he belonged to a crew operating a train of loaded cars from a colliery to yards two miles away. The destination of some of the cars was outside the state, as it appeared from instruction cards or memorandum delivered to the conductor by the shipping clerk at the mine, and freight charges were paid for the entire distance, beginning at the mine, although the cars were not weighed and billed to the consignee until another crew moved them from such yard to scales some ten miles away, where they were inspected, weighed, and billed.—**Philadelphia & R. Ry. Co. v. Hancock**, 40 S. C. R. 512.

9. Baggage exempted from provisions of Cummins Amendment as to full liability for loss despite limitation.—The Cummins Amendment as amended August 9, 1916, expressly exempts baggage from its provisions respecting an interstate carrier's liability for full actual loss notwithstanding any limitation of liability or release as to value, so that railroad's limitation of liability to \$100 as to baggage, contained in a tariff filed with the Commission and duly approved by the federal Director General of Railroads, was in effect at the time of loss, and restricted the passenger's recovery to \$100.—**Culbreth v. Martin, et al**, 103 S. E. (N. C.) 374.



Starkville, Mississippi.

The Prompt Releasing of Loaded Cars and Forwarding of Empties for Reloading Is a Sure Way To Reduce Car Shortage and Increase Company Revenue—Note the Following Instances

SI 4501, coal car, consigned to C. O. Miller, at Macon, Ill., arrived at that station at noon on August 23, and car was released at 6 p. m., same date, moving out of that station morning of August 24.

I. C. 85088, mine props, arrived Zeigler, Ill., 1:00 p. m., August 13, unloaded and reloaded with coal the same day; also N. Y. N. H. 70703, East St. Louis to Benton, straight merchandise car, arrived at destination on train No. 655, July 31, placed at platform at 7:00 a. m., car being unloaded and returned empty to East St. Louis on train No. 694, same date.

Agent Massion, Cabery, reports I. C. 94469, a load of coal, arrived at his station from Winona, Ill., 2 p. m., in train No. 492, August 13. At 5 p. m. the same date the car was empty, forwarded to Otto on No. 364, at 9:30 p. m., same date; arrived at Otto at 11:30 p. m., same date; forwarded from Otto in Extra No. 1839 at 3:22 a. m., August 14 and forwarded from Centralia to the coal fields in Extra No. 1711 at 12:20 a. m., August 15, or 34 hours and 20 minutes after the arrival at his station.

No. 91 Saturday afternoon set out for the Agent at Nora, Ill., Pa.-858826, car of commercial coal for the Nora Elevator Company. Men worked Sunday and released this car at 6 o'clock Sunday evening and reported to the Dispatcher 6:30 p. m., and car was moved at once.

Referring to the prompt unloading of coal cars and the movement of empties to mines.

Pa 284322 coal, arrived at Bondville 5 p. m., August 5th was made empty and forwarded to mines on train 691 at 8:30 a. m. August 6.

NEW PLAN TO AID IN CAR SHORTAGE

Illinois Central Force Works Sunday So as to Release Much Needed Cars

With a desperate car shortage holding up distribution and consequently stifling production throughout the country, the Illinois Central system has hit upon a simple method to help alleviate the disorder until additional cars can be procured to cover the shortage. The plan was first tried in this division Sunday.

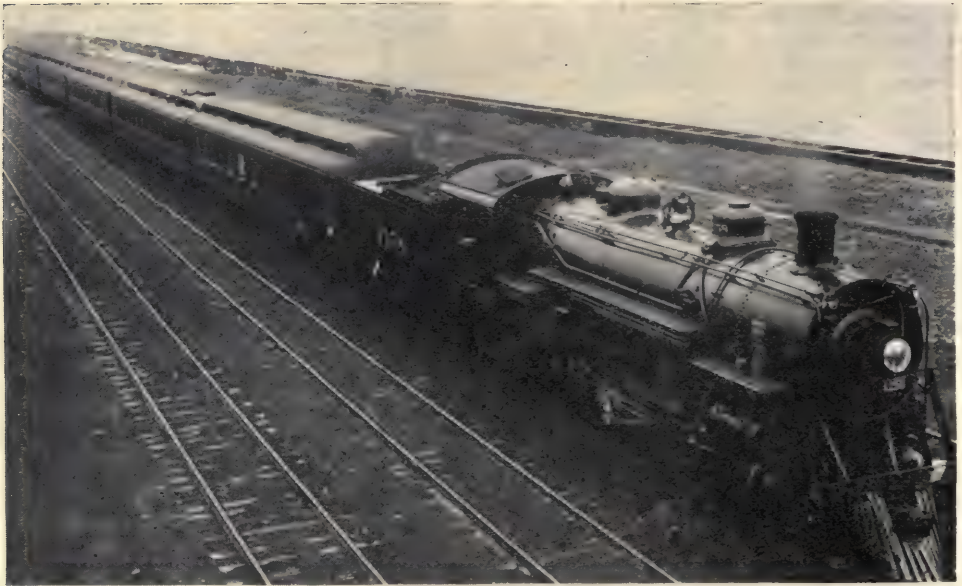
The idea is to use unloading forces on Sunday, during the crisis. This means that all cars which are brought to consignees Saturday afternoon or night will not have to stand idle not only all day Sunday, but Monday also, as has been the case. By unloading these late Saturday cars on Sunday, these cars are released for immediate use again Monday morning.

On the Indiana division fifteen coal cars, two cars of lumber, and eleven cars filled with other commodities assigned to con-



signees on this division were ready for use again Monday morning as a result of consignees working their forces Sunday. In addition to this gain, the Illinois Central used its own freight handling force in unloading merchandise, so that twenty-one cars of merchandise were unloaded Sunday, and those cars made ready for use for other goods. The local freight force under

Mr. Dorsey worked Sunday under this plan. It was estimated by a local official that in the entire Illinois Central system at least 500 cars were released for added service by this plan in the single day. It is likely that the plan will be used by other roads, as it is found expedient, during the present drastic shortage.—Aug. 17, 1920, *Mattoon, Mattoon Journal Gazette*.



Mr. Wm. H. Birch, Chief of Staff, Dept. Ill. United Spanish War Veterans, has selected the Illinois Central as the Official Route for those attending the U. S. W. V. Encampment at St. Louis, September 12, 13, 14, 15, 1920, and train known as the "John J. Garrity" Special will leave Central Station at 10:00 P. M. September the 11th for St. Louis. Train will be in charge of

Mr. John J. Garrity, Superintendent of Police, Chicago, who will be a candidate for the Commander-in-Chief U. S. W. V. at the St. Louis encampment.

All comrades going to St. Louis are invited to accompany the Illinois delegation on this train. Remember, there is going to be a session in St. Louis on September 12. Take the special and be there on time for this session.



This little story of one man's experience is typical of those who are buying H. O. Stone & Co.'s 6% First Mortgage Real Estate Bonds.

“UNTIL I learned how easy it is to buy First Mortgage Real Estate Bonds on H. O. Stone & Company's Partial Payment Plan, I thought I was satisfied to get 3% on my money. Now I get 6% and my goal is bonds—back of which is improved Chicago Real Estate that I know is sound. Just as quick as I can do so I am putting my savings into bonds sold by H. O. Stone & Co.”

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S. W. COR. CLARK and WEST WASHINGTON STS.

Please mention this magazine when writing to advertisers.

Meritorious Service

MERITORIOUS SERVICE

Flagman John Fiebig has been commended for flagging extra 1839 at Flossmoor, July 30, account of M. R. R. 10078 brake beam down. Train was stopped and brake beam removed, thereby preventing possible accident.

During July the following gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands:

A. Vandewater
Una Simmons

On train 356, July 7th, Flagman T. C. Clark declined to honor monthly commutation tickets account having expired. Passenger presented other transportation.

On train 278, July 19th, Flagman A. Hudepohl lifted employe's suburban pass account being in improper hands and collected cash fare.

ILLINOIS DIVISION

Mr. H. L. Behrends has been commended for discovering and reporting brakes sticking on car in 18 while passing Monee, August 20. Train was stopped and examined at Matteson, and brakes were released.

Operator J. Schneiderjohn, Kankakee Junction, has been commended for discovering and reporting coal cars moving east on a New York Central train, which were delivered to this road for return loading.

Conductor J. P. Mallon on train 25, July 11th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. A. Hitz, train 31, July 18th, lifted term pass account being in improper hands. Passengers refused to pay fare and were required to leave the train.

ST. LOUIS DIVISION

Section Foreman Joe Davis, Pinckneyville, Ill., has been commended for discovering and reporting I. C. 200729, handled by engine 696, July 24th, with twelve inches of flange missing. Car was stopped and necessary action taken to prevent accident.

Mr. J. Newhouse, Elkhart, Ill., has been commended for discovering broken wheel on N. Y. C. 250874, August 11th, handled in extra 1871, south, mile 294. Train was stopped and necessary action taken to prevent accident.

Conductor W. C. Walkup, train 623, July 14th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor G. Carter, train 1, July 15th, lifted employe's trip-pass account having been altered and collected cash fare.

On train 10, July 28th he lifted annual pass account not being good for passage in territory in which presented. Passenger refused to pay fare and was required to leave the train.

SPRINGFIELD DIVISION

Brakeman Chas. Thorpe, Clinton, Ill., train 182, August 5th, has been commended for discovering broken rail south of switch when train stopped to take siding at Maroa, and taking necessary action in order to prevent accident.

WISCONSIN DIVISION

Brakeman W. H. Martin, August 22nd, has been commended for discovering and reporting broken rail at Henkel, Ill.

Section Foreman Thomas LaFever, has been commended for discovering broken journal and and signalling engineer to stop train on August 9th, at Tonica, Ill.

Brakeman Martin has been commended for discovering broken arch bar on Erie car 10977, July 28th, at Hudson, Illinois.

Brakeman Lyons has been commended for discovering broken arch bar on C. & G. W., 16654, while inspecting train 536 at Mendota, Ill.

Conductor C. J. McDonald, extra 1617, has been commended for discovering cracked Truck on B. & A. car 23313, July 28, while inspecting train at Dixon, Ill.

Conductor L. Bowley, train 29, July 8th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

Hamilton Watch

"The Railroad Timekeeper of America"



Twenty-seven years at the throttle has shown Engineer Jesse J. Brooksby that an accurate watch has a great deal to do with keeping on schedule. For the past ten years he has run his trains over the New York Central Lines with a Hamilton.

Be fair with yourself when you buy that new watch

As a good railroad man you ought to have the best watch you can get—and the Watch of Railroad Accuracy would really cost you no more, because of its extra long life.

There may easily come a time when your safety and that of many others depends upon the accuracy of the watch you carry. In any emergency a good watch to have is the Hamilton.

Ask some of your many friends who own Hamiltons what sort of a watch they would advise you to get. You'll find them enthusiastic over the Hamilton Watch because it combines remarkable accuracy with long

life, even under the difficult conditions of railroad work.

Before you make a selection, have your jeweler show you Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels). They have become the most popular watches in use on America's railroads because they make time inspection a mere matter of routine.

Write today for "The Timekeeper"

All Hamilton models are pictured and described in this interesting booklet, and prices given. They range from \$22.00 (\$27.00 in Canada) for movements only, up to \$200 for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

KENTUCKY DIVISION

Conductor J. W. Robertson, train 101, July 6th, declined to honor returning portion of card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train 102, July 10th, he lifted term pass account having expired.

Conductor J. J. Connors on train 102, July 20, declined to honor clergy ticket account being in improper hands and collected cash fare.

Conductor T. B. Watts on train 122, July 21, lifted monthly commutation ticket account having expired. Passenger presented other transportation to cover trip.

TENNESSEE DIVISION

Conductor J. S. Wesson, train 3, July 27, lifted employee's pass account having been altered and collected cash fare.

MISSISSIPPI DIVISION

Conductor J. R. Krieter, on train 4, July 3, and train 1, July 31, lifted employees' trip passes account being in improper hands and collected cash fares.

Conductor J. T. Nason on train 33, July 28, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.



**Railway
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

**Murine relieves
Soreness, Redness
and Granulation.**

*Druggists supply Murine
at 60c per bottle.*

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Division News

OFFICE OF AUDITOR STATION ACCOUNTS

By G. A. R.

The event of the season was our annual picnic, recently held at the Sand Dunes, Miller, Indiana. A good representative crowd attended and a most enjoyable time was spent by all.

You tell 'em, Miller, you've got the "sand." This is very true, as the "mountains" of sand are illuminated by the rays of the sun as far as the eyes can see.

These outings are certainly enjoyable and restful, as it is a diversion from the daily routine and greatly refreshes the mind by roughing it occasionally in the wilds with Mother Nature.

Picnic Notes

Due credit is given Mr. Enholm for his physiological intuitive nature as a topographer. The location being the highest "dune" between Lake Michigan and what is known as "Dead River".

Many real live mermaids were discovered in bathing. Miss Coyle, being the champion lady swimmer of the day; Miss Sherwood was a very proficient diver; Miss Hay-

den was there when it came to floating; last but not least, Miss McMarrow was perfectly at home in the water as long as she did not go over her head. She is very brave and venturesome and no doubt in due course will become an expert swimmer.

Mr. Turner won the prize as the long-distance swimmer. There was another prize he won on his return home, well known by all who were present.

Talk about eats! The "H. C. L." was not considered in the menu, neither was the sand. All the conventional delicacies and also some unconventional, that automatically might possibly be found with a jolly picnic crowd, were in abundance.

We take off our hats to Mrs. Hawkins and Miss Crane as being experts on a formula of lemonade.

Harold Anderson had a thrill of sport acting as our life saver, by carrying water to the thirsty from a spring about one mile distant.

Mr. Emerson gave activity to the crowd by the rendition of classical and popular music from his mandolin. It is true that "music has charms" which awakens the sentimental nature to action. The refrain was caught by many and it was soon learned we were in the midst of real singers. The distant hills responded with its echos, and let us hope the melody is still rebounding upon other "dunes."

Misses Kruger, Hayden and Mr. Hulsberg were very busy taking snap shots of the "sights and scenes." Some of the pictures are very valuable and cannot be bought at any price.

Mr. Purcell, the comedian, gave an after-dinner speech upon various current subjects such as "Why Women Have to Work," "The Rights of Americanos," also dwelt considerably upon the Italian strike leader, etc.

Mr. Hawkins for some reason had no desire to go near the water so he was elected chief custodian of the personal effects of the



Head Clerk, Mr. Enholm, at His Desk After One Week's Vacation.

DIAMONDS WATCHES ON CREDIT

Send for FREE Catalog

There are 128 illustrated pages of Diamond Rings, Diamond La Vallieres, Diamond Ear Screws, Diamond Scarf Pins, Diamond Studs, Watches, Wrist Watches; also our wonderfully showy assembled Solitaire Diamond Clusters. **EVERY ARTICLE IN OUR CATALOG** is specially selected and priced **unusually low**. Whatever you select will be sent prepaid by us. You see and examine the article right in your own hands. If satisfied pay one-fifth of purchase price and keep it, balance divided into eight equal amounts, payable monthly.

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One leg, or one arm, or one eye, can't successfully do the work of two, else why do we have two of each in our makeup.

If they are worth having, they are worth protecting. Protect them in the Railroad Man's Company.

More than \$22,500,000.00 Paid to 895,000 Policyholders and Their Beneficiaries.

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(Cut out and mail today)

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I am employed by the ILLINOIS CENTRAL RAILROAD. Please send me information in regard to your accident and health insurance such as is carried by hundreds of my fellow employees.

Age..... Occupation.....

Division

Name

Address

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Standard for over 75 years



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OVERALLS COVERALLS, JUMPERS or UNIFORMS

look for this trade-
mark on the back
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side the garment. It is the guarantee of the genuine Stifel's Indigo Cloth, which never has been successfully imitated. Garments sold by dealers everywhere. We are makers of the cloth only.

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ST. JOSEPH, MO.....	Saxton Bank Bldg.	MONTREAL.....	Room 508 Read Bldg.
VANCOUVER.....	506 Mercantile Bldg.		

bathers, including some valuable articles belonging to the ladies.

A. O. Sjöholm enjoyed himself as well as the crowd, by an exhibition of a few of his acrobatic stunts. He should make a contract with Ringling Brothers as he would be a very attractive feature.

The home coming at 11:00 A. M. in our private coach will long be remembered as being the "end of a perfect day" well spent.

Personals

Our head clerk, Mr. Enholm has been around all of the Great Lakes and many other points of interest, summer resorts, etc., but one place he overlooked in his travels and that was Green Bay, Wis. He recently spent a week there and says it is an ideal summer resort and a good place for recuperating.

Miss Ida Jensen, one of our lightning calculators, while on her vacation visited the principal points of interest in Canada, also took a boat along Puget Sound to Seattle, Wash., thence to Portland, Ore., staying there four days, after returning to Seattle for a brief visit, and on her homeward trip stopped at Min-a-ap-o-lis Min-a-so-tah and was royally welcomed by many of her relatives. Combining business with pleasure while on this trip she obtained sufficient information by observation and otherwise to complete the last chapter of her latest novel which will soon be put upon the screen. The title of the play will be announced later; however, it is a well-known fact Miss Ida is the star actor, and for this reason you will not be disappointed when you see this master photoplay.

R. W. Snyder enjoyed a needful rest at Colorado Springs, Pike's Peak and other sights, interesting to an eastern pleasure seeker.

Miss Agnes McMarrow spent her vacation at Michigan City, Ind., and seems to be overjoyed for reason of her new acquaintance at this noted summer resort.

U. G. Durant says Chicago is the ideal summer resort and he enjoyed the many attractive features while on his vacation.

Our office boy, Robert Graham, believes in "preparedness." He resigned his position and went to Wyoming to engage in farming, and we know he will make good. Robert, all wish you success.

Can you imagine Margaret Vanderlinden dressed in the latest fashion rubber suit viewing the Niagara Falls at the hour of the setting sun? This was evidently a beautiful and realistic picture which happened during her vacation. Such a wonderful and phenomenal exhibition does not occur only once in a life time.

Captain A. W. Larson, who is authority on prohibition law only in Illinois, recently returned from Colorado and says everything is on the boom here. He really confessed of having an appetizing desire to return.

E. H. Stark, our young fashion plate, enjoyed a very pleasant vacation at Ocono-



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ONLY
\$2.98

SEND NO MONEY

You will look a long time, men, before you will find a pants bargain like this. Think of it! Only \$2.98 for these well-tailored trousers of fine durable Suting with neat stripe effect — wide tunnels instead of flimsy belt, straps—extra heavy pocketing — hand sewn buttons, reinforced seat seams — all seams serged, no raw edges — bar tacking at crotch and pockets which prevents tearing at seams. Color, gray mixture. Sizes, 30 to 44 waist measure; inside leg measure, 30 to 36 inches.

Here is an extraordinary bargain offered at this low introductory price to acquaint men everywhere with the big saving made by purchasing wearing apparel here by mail. Our limited supply will be snapped up quick. Order one or more pairs now. Remember, you take no risk and don't have to pay a cent until delivery.

Just send your name and address, giving waist and inside leg measure. We send them to you and prepay all charges. (Order by No. 64D900. (56)

Pay Mailman Only \$2.98 WHEN PANTS ARE DELIVERED

THE HOWARD-LUX COMPANY
Dept. 54, 310 Lakeside Ave. N. W. Cleveland, Ohio

Ro-San Rolling Bath Tub

Full size white enamel tub, nickeled 12-gal. tank. Closes up in space 3 ft. square. On castors—roll it anywhere. Heater attachment for kerosene, gasoline or gas. Water heats quickly, waste drains through hose attached to temporary or permanent outlet. Simple. Guaranteed. Write for catalog and price.

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Ask about Ro-San Indoor Closets and Washstands. No Plumbing Required.

30 DAYS TRIAL

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Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm, makes perfect reproductions of all kinds of music. A **MAHVELOUS** Machine in every way. Delighted thousands of homes.

Send NO MONEY

Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 6 records free.

E. D. LIFE, Dept. 9T85 Chicago

mowoc, Wis. It is hoped that he has received some new designs in ties.

W. J. Lamont has at last received his foreign passport from the town of Cicero and he will soon be permanently located in the United States surrounded by civilization. We gladly welcome all good citizens to Woodlawn.

Our young American, Joe Murphy, was reared in Chicago and has seen the Calumet River and Lake Michigan, but never realized the magnitude of space surrounding our city and the wonders it contains, until he recently went on his vacation as far east as Niagara Falls. Joe, there are many more spectacular sights on our little globe and no doubt you will have the pleasure of seeing them later.

Miss Amy Garvin spent her vacation around the family fireside, Toronto, Canada.

Miss Margaret Crogan, our telephone operator, on September 8th, will ring that beautiful sounding bell which will not be heard from the telephone, because it will be the day that many will hear the chimes from her wedding bell. Unable to learn the name of the other party most interested, suffice it to say he is O. K. and she has secured the right number. They will spend

The decorators have completed our office on the ninth floor which now gives it the appearance of a new room. During the period of "house cleaning," it would naturally be supposed there would be a delay in the office work, but such was not the case, as it was only through the skillful handling of this situation, by our chief clerk, in making it possible for employees to carry on their work in the usual manner without delay.

ACCOUNTING DEPARTMENT

In a well-played game the Auditor of the Disbursements baseball team was returned the victor over the Auditor of Miscellaneous Accounts team by the overwhelming score of 22 to 6 at Grant Park, August 19th.

At no time after the second inning was the result in doubt, because of the masterful hurling of Herigodt, who ably assisted by his team mates, had the situation in hand the entire distance.

On the offensive the Auditor of Disbursements boys showed remarkable prowess, both at bat and on the bases. The feature of the game was the heavy slugging of the winners, led by Center Fielder Evans, with six hits out of seven times at bat, including a homer, a triple and a pair of doubles. Left Fielder Miller also contributed a circuit clout.

In the field both Barker and Miller cut off prospective runs at the plate with perfect throws from the outer gardens.

Mention must also be made of the brilliant work at the keystone sack, of Sheehan for the losers.

**GENUINE \$12.00
IMPORTED
VELOUR
\$6.89**

Write quick for this amazing bargain. Only limited lot. Wonderful quality, imported velour—a record-breaking cut price.



**DELIVERED
FREE**

Pay on Arrival
Only \$6.89 for
This Great

**\$12
HAT**

Guaranteed \$12.00 value for only \$6.89 on arrival.

Send No Money!

Just send your name and size of hat on postcard or letter, for this wonderful imported black genuine velour hat. Beautiful fedora style. Flexible brim. Can be turned up or down. Made of the finest quality, very silky, black imported velour. Fine wide grosgrain black silk ribbon band. Genuine leather non-soluble sweat band. **DON'T SEND A PENNY**—Pay only \$6.89 on arrival for this \$12.00 hat. We pay delivery charges. We guarantee to refund your money immediately, if you can match it for less than \$12.00. **Save Money—Write Today** before this astounding offer is withdrawn. Just send your name address and size.

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Without a Dollar of Cost

You don't have to pay for it—not even the freight.

Not a dollar of your money required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

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**Sangamo
Special**

**Bunn
Special**

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration



Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration

**Is Your Watch Adjusted to
Six Positions?**

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

**"Sangamo Special"
and "Bunn Special"**

Railroad Watches are adjusted to **six positions**. Ask your jeweler about these superior watches. Descriptive folder sent on request.

Illinois Watch Company
Springfield

Auditor of Miscellaneous Accounts.

	AB.	H.	E.
Sheehan, 2b.	5	3	0
McKinley, rf.	5	1	0
Komp, lf.	5	1	0
Camp, ss.	5	2	1
Hoffman, 3b.	4	1	0
Kublin, cf.	4	1	2
Collier, 1b.	4	2	0
Bailey, c.	4	0	1
Tansley, p.	4	1	0
	40	12	4

Auditor of Disbursements.

	AB.	H.	E.
Miller, lf.	4	4	0
Evans, cf.	7	6	0
Barker, rf.	7	5	0
Anderson, 1b.	6	0	0
Schneider, ss.	5	3	0
Schaufel, c.	6	4	0
Ware, 3b.	6	3	0
Kelly, 2b.	5	3	0
Herigodt, p.	5	0	0
	51	28	0

R. H. E.

Aud. of Mis. Accts. 6 15 4

Aud. of Disb. 22 29 1

Struck out by Herigodt—8; Tansley, 7.



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THE VOSE GRAND
needs no introduction to those who understand real piano values. Its reputation is world-wide, and is based upon generations of scientific piano construction. Investigate its remarkable quality and its low price before buying a piano.

We Challenge Comparisons

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RED BLOOD
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AND
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**OVER 3,000,000 PEOPLE
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**Cadillac Broadcloth Flannel Shirts
Two \$4.00 Shirts for Only \$5.75**

Made of fine quality Cadillac Broadcloth Gray Flannel. Special Winter weight. Two extra large button down flap pockets, faced sleeves and matched pearl buttons. **Cut Extra Full. Coat Front Style.** Double-Stitched throughout. Soft turn-down collar with satin faced neckband. **Thoroughly Shrunk.** Try to match these shirts in any store at \$4.00 each. Yet we offer you two for only \$5.75.

Send No Money Write today. Shirts will be sent at once, transportation prepaid. Pay only \$5.75 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

BERNARD-HEWITT & CO. Desk F. S. 359, 430 S. Green St. CHICAGO

Bases on balls—Herigodt, 0; Tansley, 4. Hit by pitcher, by Tansley, 0; Miller, 2. Two base hits, Sheehan, 2; Hoffman, 2; Collier, Miller, Evans, 2; Barker, 2; Anderson, Schneider, 2; Schaufel, Ware. Three base hits—Sheehan, Komp, Evans, Schaufel, Ware. Home runs—Miller, Evans.

Considerable interest is being taken by employees of the Accounting Department at Twelfth Street in a series of baseball games between two teams of "married men" and "single men," recruited from the Joint Facility, Bills for Collection and General Book-keeping Bureaus.

The initial battle took place July 15th, and resulted in a victory for the "single men" by a score of 11 to 8. The "married men," however, determined to prove that they could "come back," secured several bottles of liniment from the hospital department, the liberal use of which gingered them up to an extent which enabled them to cop the second game on July 20 by a score of 17 to 16. The third game will take place in the near future, and present indications arc that it will be a fight to the finish and that the standing capacity of Grant Park will be seriously taxed.

WISCONSIN DIVISION

H. J. Swartz, assistant Train Dispatcher, has returned from a two weeks' vacation.

Miss Madge Gray, tonnage clerk, has returned from her vacation.

Miss Catherine Farnum, accountant, spent the past week visiting friends and relatives in Chicago and Janesville.

Walter Eson is spending his vacation among the Indians at Shawano, Wisconsin.

M. J. Beck, accountant, has returned from a ten days' fishing trip at Madison, Wisconsin.

Miss Frances Lavelle of the Accounting Department and Miss Joan Peck of the freight office have returned from their vacation. They visited Niagara Falls and other places of interest in the East and report having a fine time.

Miss Marguerite Doyle, trainmaster's clerk, has left on a two weeks' vacation. She will visit Salt Lake City, Denver and other places in the west before returning.

MINNESOTA DIVISION

Waterloo Yard

Mr. H. O. Dahl, Yard Master, accompanied by his wife, is spending his vacation at Waterville, Minn.

J. D. Lovell, Chief Clerk at Waterloo Yard sold his motorcycle and got a Ford. Now he can take his whole family.

Kathryn Quinn's trouble has just started when Yard Master Dahl changed the system of recording cars in the J. M. Daley book. Mr. Dahl says instead of putting them in by train number to put them in as first extra, second extra, etc. Now if the

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TOWER'S FISH BRAND COATS OR SLICKERS

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Rainy Day Wear

Two styles of medium length coats especially adapted for railroad men. No. B421 fitted with *Reflex edges* that stop the water from running in at the front, and No. B411 fitted with Brass Clasps and Storm-lap.



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Write me and I will send you on trial a Full Treatment of my mild, soothing, guaranteed remedy for all forms of Piles which has proven a blessing to thousands who are now free from this cruel, torturous disease. Send me a post card today for Full Treatment. If results are satisfactory costs you \$2.00. If not, costs nothing.

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KEEP YOUR ANNUAL PRESENTABLE.

Enclose it in special transparent protector, which keeps it clean the year round. Send 25 cents, and stamped addressed envelope. Money cheerfully refunded if not satisfactory.

M. H. TROSSEN,

Room 100, Burlington Bldg., Chicago, Ill.

second extra should get in ahead of the first extra, what would you call the last extra that got in first.

Checker R. B. Smith at Waterloo Yard has asked for a week off—he said he was getting tired of “restaurant cooking.”

Brakeman E. J. Heathershaw of Waterloo has been married. We all wish him the best of luck.

H. O. Hare, switchman, Waterloo Yard, is the proud “Papa” of a baby boy.

A. B. Magnusson, Yard Clerk, has been married. Good luck “Fat.”

Judd Joyner, Clerk, did not get any cream and sugar with his “Coffey” last time at Dubuque.

Maintenance of Way Department

Mr. J. F. McNamara, Road Master, who has been confined to Mercy Hospital for some time, is slowly improving. Mr. H. Rhodes is acting in Mr. McNamara's place during his absence.

Miss C. Collings has again resumed her duties as stenographer having been on a leave of absence account illness.

Ed Lynch, Chief Clerk to Road Master, spent the week-end in Waterloo recently.

Miss Margaret Walsh, stenographer, has returned from a week-end trip to Chicago.

Transportation Department.

Mr. J. Riley, ticket clerk at Dubuque, has returned from an extended visit in the east.

Mr. R. H. Heller, City Passenger and Ticket Agent at Dubuque, is spending his vacation in Twin Cities.

Miss Lenna Lightcap, stenographer, Superintendent's Office, is enjoying a trip through Yellowstone Park. She will also stop at Denver, Colorado Springs, and Salt Lake City.

Miss Hilda Schwartz, Accountant, has returned from Chicago.

Messrs. Si Cooney and Leo Ryan, Time Keepers, have returned from a short visit in Chicago.

Mr. and Mrs. L. B. Murray recently spent the week-end in Manchester.

IOWA DIVISION ITEMS

It is quite evident from the following that Dan Cupid has been lurking around the division offices at Fort Dodge. We hope the back pay will be received in time to take care of all donations.

Miss Geraldine Sullivan, daughter of Superintendent T. H. Sullivan, resigned her position in the superintendent's office and will be known as Mrs. J. A. Leary after August 17th.

Miss Mary Weaver has resigned her position as file clerk in the superintendent's office to take up the duties of a “farmer's wife,” September 1st.

Mr. Vincent Richey, clerk in superintendent's office, and Miss Laura Peters, clerk in agent's office, slipped it over on their fellow employes by being married in Des Moines, Sunday, August 8th.

Send

1

\$

Get a Stylish

Made to Order

Suit or Overcoat

Men—look here! No need for you to wear ready-mades. No need for you to stand for high prices and pay all the money down for made-to-measure clothes. America's big tailor shop will make you a suit or overcoat of fine fabric in latest style to your exact measure, guarantee the fit and send it on approval for \$1 down. Get our big Style Book and see for yourself that we are world beaters on style, quality, reasonable prices and liberal terms. The free Style Book explains our plan and shows how you get the snappiest styles and save money. Cloth samples also sent free.

5 Months to Pay

Your credit is good here. We trust you. Wear suit or overcoat while paying for it. No risk to you. If not satisfied return the clothes and we refund your \$1.00. That shows that our garments and work must be best—otherwise we could not make such an offer. Could any house be more liberal?

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Save

\$15 to \$25

Yes, you keep \$15 to \$25 (or more) in your pocket when you order a suit or overcoat from us. See our stunning styles and classy tailoring and learn how to save a lot of money.

Get in on this now and save that cash for yourself. You send only \$1 and your measurements and tell us which cloth you want. We make the suit and ship quick. No delays. Send clothes back if not all or more than you expect.

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Name.....

Address.....

Town.....State.....

Mr. Earl Tennant, first assistant accountant in superintendent's office, Fort Dodge, also succumbed to the wiles of Cupid and was married in Omaha in July.

Mr. Frank Johnson, assistant foreman, B. & B. department, likewise followed Mr. Tennant's footsteps and was married in Omaha July 5th.

Mr. Vern Allen, clerk in agent's office, took unto himself a wife a short time ago.

Miss Ethel Cain, stenographer in road-master's office, resigned and set the example for the foregoing benedicts in the early spring.

Misses Marion Gibson, operator, and Fern Hill, accountant, have resumed work after an extended vacation which they spent in San Diego, Cal.

Miss Gertrude Chock has accepted a position in superintendent's office.

Miss Agnes Mahoney, clerk in B. & B. office, has resumed work after a vacation of three weeks spent in Omaha and other points.

Miss Ruth Benton has accepted a position as clerk in Trainmaster Mill's office.

Car Distributor C. L. Mitchell and wife have just returned from a trip to St. Louis.

Messrs. Clarence Olson and Russell Bremmer, ticket clerks, Fort Dodge, are camping with the Iowa National Guards at Storm Lake.

Miss Thecla Mahoney, stenographer in Agent Hurley's office, spent two weeks with relatives at Sioux Falls, S. D.

Trainmaster Mills is spending his vacation at Lake Okoboji.

Mr. Oscar Martin, clerk in accountant's office spent the week end in Lehigh.

Mrs. A. E. McCurdy and children, wife and family of accountant, just returned from a visit at Green Bay, Wis., and Saginaw, Mich.

Agent N. P. Bingen, of Ackley, is on leave on account of ill health.

Agent E. W. Cooper, of Parkersburg, is visiting points in the West.

LOUISIANA DIVISION

Decision No. 2 of the Labor Board is the most important thing on the Louisiana Division now. I presume that all other employees on the system are equally as interested.

Happy Harry (Campbell) has just returned from a vacation spent in Kentucky. (Prohibition now—and Moonshiners' Land is a fine place to go.)

Traveling Auditor Higgins seems to like the superintendent's office for he has been our guest for the past several weeks. If you do not want to lose your coco colas, just put them out of Bill's reach.

Miss Mattie Thornhill, one of the tonnage clerks, is spending her vacation on the Coast and from all reports, is having some time. She has a bathing suit just like Una and Marie.

Chief Dispatcher Schneider looks somewhat downhearted. There is a patch on his chin. Wonder who he has been arguing with? His boss? There are two, you know.

Traveling Engineer J. M. Hoskins spent

Let Us Send You A Suit



Made to your measure, payable after received, with the clear understanding that if the fit is not perfect or if you are not satisfied in every way, if you are not convinced you have received a fine, high grade, stylish, perfect-fitting tailored suit made to your measures and have saved \$15.00 to \$20.00, you are not under the slightest obligation to keep it. Don't hesitate or feel timid, simply send the suit back, no cost to you. You are not out one penny. Any money you may have paid us is refunded at once.

Samples Free Any man young or old interested in saving money, who wants to dress well and not feel extravagant, is invited to write us for our free book of samples and fashions explaining everything.

Please write letter or postal today, just say "Send me your samples" and get our whole proposition by return mail. Try it—costs you nothing—just a postal, get the free samples and prices anyway. You will learn something important about dressing well and saving money.

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Cured His RUPTURE

I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me, Eugene M. Pullen, Carpenter, 54G Marcellus Avenue, Manassquan, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

Rheumatism

A Remarkable Home Treatment Given by One Who Had It

In the Spring of 1893 I was attacked by Muscular and Inflammatory Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally, I found a remedy that cured me completely, and it has never returned. I have given it to a number who were terribly afflicted and even bedridden with rheumatism, some of them 70 to 80 years old, and results were the same as in my own case.

I want every sufferer from any form of rheumatic trouble to try this marvelous healing power. Don't send a cent; simply mail your name and address and I will send it free to try. After you have used it and it has proven itself to be that long-looked-for means of getting rid of your rheumatism, you may send the price of it, one dollar, but understand, I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer when relief is thus offered you free. Don't delay. Write today.

Mark H. Jackson, No. 939G, Durston Bldg., Syracuse, N. Y.

Mr. Jackson is responsible. Above statement true.

August 10th in Brookhaven attending a meeting of the City Council.

Miss Lois Williams, stenographer to the assistant chief clerk, is spending her vacation with the Rangers—out in Texas.

No one would hardly recognize the Engineering Department, for it looks like they have been house cleaning back there. Papers and files are scattered everywhere. Employees have donned their old clothes and for once, are working. 'Tis Budget Time!

By the way, ask the stenographers how they like Budget Time. All will agree with you that it is a wonderful job.

File Clerk Prescott has just returned from his vacation spent in the hills of Mississippi.

Miss Frances Otken is also back and reports a good time.

Trainmaster McLaurine had planned a pleasant trip to Jackson on August 12th to attend the Shrine. One of the girls in the superintendent's office called his wife and asked her to chaperon a bunch of them up for the dance that night. So Eddie had to be good for once in his life.

We have had several visitors of late:

Mr. C. H. Smallwood, general car inspector, Memphis.

Mr. C. M. Starke, assistant master mechanic, Memphis.

Mr. Grant, representative of J. F. Portfield's, Chicago.

Mr. W. D. Stokes, assistant general storekeeper, Memphis.

Mr. J. N. Chapman, district foreman, New Orleans.

Mr. W. C. Bryant, representative, water works department, Chicago.

We are always glad to see our friends.

Miss Maude Walker has been Brookhaven-ing again. Wonder what the attraction is?

Scottie left for the North on No. 2 recently. Changed his direction, you see.

We have as our Road Department stenographer, Miss Annette Wilson, who comes to us from Garyville, La. An addition to our force in both size and quality. But the boys are whistling:

I gambled in the Game of Love

And played my Heart and lost.

We fell sorry for you, boys, but there is a dentist over there.

THOMAS

Rail Anchor Tie Plate

Two Devices Combined In One. Efficient, Economical, Reasonable in Price

Manufactured for all sections of rail by the

CHICAGO MALLEABLE CASTINGS CO.

West Pullman Station

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Illinois **\$5.50**
Per Month



**The 21-Jewel
Bunn Special**
made for
Railroad Men

Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes express prepaid to your home. Examine it first. Only if pleased send \$5.50 as first payment. Wear the watch. If after ten days you decide to return it we refund deposit immediately. If you buy, send only \$5.50 a month until \$55.00 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "send me the Bunn Special."

Do not enclose a penny. Don't delay. Write today.

Our 128 page catalog, No. 18-G shows more than 2,000—give us in diamonds, watches and jewelry. Write for it NOW.

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We have a new method that controls Asthma, and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as Hay Fever or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with asthma, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all forms of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our expense, that this new method is designed to end all difficult breathing, all wheezing, and all those terrible paroxysms at once.

This free offer is too important to neglect a single day. Write now and begin the method at once. Send no money. Simply mail coupon below. Do it Today.

FREE TRIAL COUPON

FRONTIER ASTHMA CO., Room 10K,
Niagara and Hudson Streets, Buffalo, N. Y.

Send free trial of your method to:

The assistant chief clerk used to spend his spare time taking about chickens and Airdales, but now, there is something more important. In other words, an Ed Jr., but he says he will call him "Mike."

Mr. Small, our claim agent friend, is also spending his vacation in Kentucky. Wonder why so many of our force like that state?

Miss Loretta Wilhemson is back on the car record desk, after spending a twelve-day vacation.

Miss Browder, you know, spent the week-end,

In that Crescent City of Old,
And her knights numbered five
And each could drive—

Much better than Sam with the Ford.

A glorious time was reported,
We witnessed as much at the train,
The boys from the city,
For her composed a ditty—
But tell it we must refrain.

For her good will we wish to keep,
And so as a parting word,
Next time you drive down Broadway Street
Be sure to go around the curve.

Our chief accountant is in New Orleans,
and Supervising Agent McCloy is investigating in Hammond and Roseland.

Birmingham Shop

District Foreman and Mrs. E. E. King

GROCERIES

Sugar—Flour—Soaps—Etc., for approximately half of what you now pay.

Who pays your Grocer's rent—who pays for Clerk's time while he is talking to you or waiting for sales? Who pays for 100 other items of unnecessary expense?

BE WISE—Buy direct from us. We save you retailers' and middlemen profits, because our volume of business is greater than 1000 ordinary grocery stores with less friction, less useless expense, loss, shrinkage, waste that occurs in one retail store alone.

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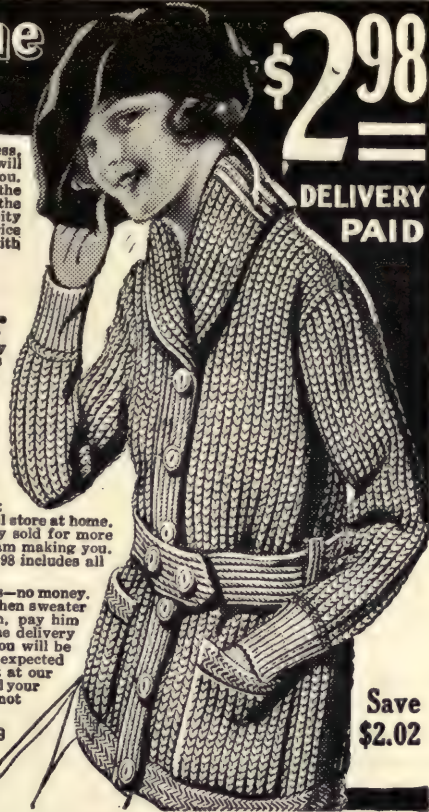
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have returned from a vacation trip to Washington and other eastern points.

Miss Catherine Colgin, stenographer in District Foreman King's office, spend her vacation in Mobile. She says Mobile Bay certainly contains lots of water.

Mr. J. J. Foster, day round house foreman, was off several days recently on account of sickness.

Master Mechanic Grimes, of Jackson, Tenn., was inspecting the shops here this week.

Night Round House Foreman T. P. Davis is off on his annual vacation. We presume that the greater portion of this vacation will be spent in his Buick. His place is being capably filled by Engine Inspector H. H. Brumbach.

Blacksmith Gaitley is enjoying a vacation this week.

T. Marshall Overbey, day oil house man, is longing to again visit that dear Fulton. Evidently there is some strong attraction up that way.

Machinist S. T. Dennis spent several days in Savannah, Ga., recently.

Coal Crane Operator Duke and family visited relatives in Columbus, Ga., recently.

The family of Boilermaker J. J. Kusler are visiting relatives in Kentucky.

Chief Car Inspector Smallwood was a visitor here recently.

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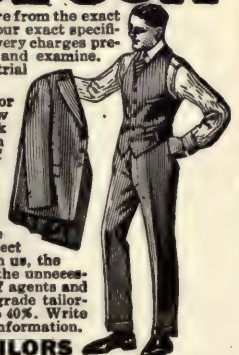
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OCTOBER 1920



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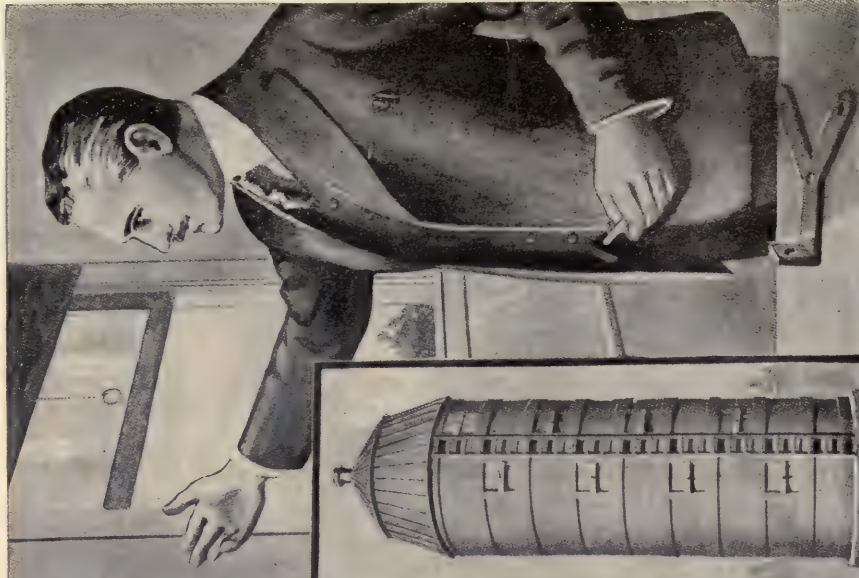
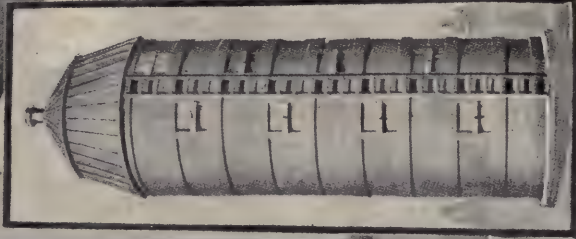
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FRED H. LAW

Assistant General Freight Agent

Born Sheridan, Illinois, November 10, 1876.
Entered service of I. C. R. R. August, 1897.
July, 1907, Commercial Agent, St. Louis.
October, 1909, Commercial Agent, Pittsburgh.
February, 1912, Assistant General Freight Agent, Memphis.
February, 1913, Assistant General Freight Agent, St. Louis.
February, 1918, Assistant General Freight Agent, Chicago.

ILLINOIS CENTRAL

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No. 4

Employees Could Buy Control of Illinois Central From Increased Pay in Twenty-two Months

How would you like to own a railroad?

The employees of the Illinois Central, by saving the increased pay which they have received and will receive as a result of the increases recently awarded by the Railroad Labor Board, investing the savings in Illinois Central stock at the present market quotation, and re-investing their dividends from their stock holdings, could buy a majority control of this vast railroad system by September 1, 1922. Their surplus earnings for twenty-eight months only, invested in the capital stock of their organization, would allow them absolute control of the organization.

The statement seems veritably to stagger the person who studies it, but a careful analysis shows that it is based on fact.

The back pay for May, June and July received by employees of the Illinois Central Railroad amounted to slightly more than \$5,000,000, or approximately \$1,700,000 a month. If that money, and the increased pay received for August, September and the first half of October were saved and invested, the employees could buy, in round numbers, 102,000 shares of stock with that savings. The quarterly dividend on that amount of stock, payable in November, would be approximately \$178,500. And so it goes. The

increased purchases would increase the amount of dividend payments until, by the time the employees had bought a controlling interest, they would be receiving dividend payments of nearly \$1,000,000 a quarter.

The question of employees buying the railroads of the United States was brought out in an interesting editorial by Samuel O. Dunn, probably the most noted traffic expert in the United States, in the *Railway Age* of September 10.

According to Mr. Dunn's statistics, the railroad employees of the United States, by saving and investing their recent increases in wages in railroad stocks at the present market value of those stocks, could acquire ownership of a majority of the stock of all the railroads in the United States within three years. If the stock were bought at par, a majority ownership could be bought in five years.

"If the employees," continues Mr. Dunn, "did not want to invest in the stocks of all the railways simultaneously, they could acquire first one railway and then another. The combined outstanding stocks of the New York Central and the Pennsylvania in the East, and the Atchison, Topeka & Santa Fe and the Union Pacific in the West amount to less than \$1,417,000,000. If the employees desired to acquire control first of the ownership and management of only these four

great properties they could buy a majority of the stocks of all of them at par with their recent increase in wages in fourteen months."

It is true, without doubt, that the railroad workers of the country do not realize the financial power they have. The wages they now receive amount to about \$3,600,000,000 a year. At 6 per cent, this represents the return on an investment of approximately sixty billion dollars. Few men in the United States control enough money or property to assure them an annual income anything like the annual income of the body of railroad workers. Few groups of men control enough money or property to give them such an income.

Mr. Dunn, in his illuminating editorial, pays this tribute to the financial power of industrial workers:

"Never was there a time in the history of the United States when the wages of railway employees and other workers were so large in proportion to the prices of railway and other securities as they are now. Never, therefore, were conditions so favorable for the workers to acquire financial control of the industries in which they work and show how well they could manage them."

This idea of having employees buy railroad stock is not something new to the Illinois Central. For many years, the management of this road has provided the means for allowing employees to buy stock and has encouraged them to do so. Thousands of shares of the stock of the Illinois Central are now held by men and women who actually operate the railroad. Every month many shares of stock are finally paid for by employees who are buying into the ownership of the railroad for which they exert their best energies.

Figures from the office of Vice-President Blauvelt show that in September 320 employees were buying Illinois Central stock on the installment plan, through the financial department of the

railroad's organization. Deliveries of paid-up stock to employees making purchases on the installment plan amounted to sixty-seven shares in May and forty-seven shares in July. In addition, many shares are bought outright each month by employees, both on the market individually and through the railroad company as agent.

Employees of the Illinois Central are allowed the privilege of subscribing for stock and paying for it by deductions from their pay or by direct payments in installments of \$5 or a multiple of \$5 for each share. The quotation at which the stock is purchased is the market price on the day the application is received in the office of the Vice-President. The certificate of stock is transferable and entitles the owner to the dividends declared by the board of directors and to a vote in the election of the directors.

Another feature of this plan is that employees making payments on stock are entitled to receive interest on their deposits at 4 per cent during the time the stock is being paid for, and at the end of the period, when the paid-up stock is delivered, the interest accruals are delivered to the purchaser. It is not necessary, however, that payments be kept up. Employees buying stock may at any time discontinue payments and withdraw the money they have paid in, with accrued interest.

Employees desiring to purchase stock should apply to their immediate superior officers, except where they desire to purchase several shares outright, in which case they should address Mr. M. P. Blauvelt, Vice-President, Chicago.

There are 60,500 employees of the Illinois Central. Any plan by which the ownership of railroad stock could be widely distributed certainly would react to the increased efficiency of the road, and in that manner would increase the value of the stock held by the employees as an investment. It is a fact, demonstrated daily, that a person takes greater pride in the opera-

tion of a machine in which he has an ownership, than is the case when he is employed to operate a machine in which he has not the personal interest of an ownership. The directors of the Illinois Central doubtless had this in mind when the liberal terms quoted herein were first announced to employees, more than a quarter of a century ago.

In the final analysis, the employees of the railroad are in the best position to judge the worth of that railroad's securities. They operate the railroad and are in touch with the activities of the road and with the machinery repre-

sented by the capitalized stock. They can, by added efforts, increase very materially the business done and the efficiency of operation, thus reducing operating costs.

The scheme of buying into the ownership of the railroad by investment of savings from increased pay offers a more tangible plan for bringing this about than any of the other plans now before the railroad workers of the country. It is worthy of serious consideration by every railroad worker who desires to accomplish a forward step in placing himself and his labors on a higher plane.

Illinois Central Adopts Policy of Interviewing Farmer Patrons

The highest degree of railroad service cannot be given, President C. H. Markham of the Illinois Central believes, unless the officers and employees of the railroad understand the problems of those whom the railroad serves, and unless those whom the railroad serves, in turn, understand the problems of the railroad.

It was in the promotion of that better understanding that the Illinois Central sent an interviewer into the country with instructions to see farmers and learn their ideas of railroad service, bringing back a faithful report of the visit and the impressions received. To instruct the interviewer to prepare his impressions—regardless of what the persons who were interviewed have to say—for circulation through the territory served by the railroad is something new in the history of railroad operation.

Cherokee County, Iowa, was selected as the place of the interviews for two principal reasons: because it is in the heart of the richest farming country in the world, and because Cherokee County owes its high state of development more to the Illinois Central Railroad than to any other one factor. For

many years Cherokee has been one of five counties rivaling each other for the record of having the greatest production from its farms, per acre, of any county in Iowa. That record, the Cherokees say, has now been established. If you doubt their word, they will take you for a drive over their well-kept roads, past their highly productive farms, stocked with sleek cattle and fat hogs, and your doubts will fade. The Illinois Central is the only railroad which touches this remarkable garden-spot, and the livestock, grain and other farm products coming from those rich farms can be converted into cash only through the freight transportation service rendered by the Illinois Central. If that service were to be taken away or devalued, Cherokee County would rapidly lose its enviable position.

The car shortage has been a spectre in this rich farming community this year. The first reply which every farmer who was interviewed made to the question, "What, in your opinion, can the Illinois Central do to better its service to Cherokee County?" was the same:

"Give us more cars!"

Farmers of Cherokee County claim that they have lost hundreds of thousands of dollars through their inability to get cars for marketing their 1919 corn crop when the market was at its peak.

There are three seasons of the year during which the corn crop can best be marketed, according to these farmers. The first is in February, before the rush of spring work begins. The second is in June, after the corn is planted and before cultivating time. The third is in September, after the grain harvest and before corn husking.

The car shortage was acute in February and June this year. Farmers and elevator men pleaded and begged for cars—and couldn't get them. The elevators at terminal points were overflowing and had to be emptied before the movement from the primary markets could begin. The market was soaring, from \$1.50 to as high as \$1.80 a bushel. The car situation is improving somewhat now—although there are not yet enough grain cars to meet more than a fraction of the demand—but the market is down.

Many farmers say they were unable to obtain cars when the market was around \$1.80 a bushel and have been selling their corn at 80 to 90 cents. And corn-raising is a major division of the agricultural industry in Cherokee County.

Not all the farmers were so affected. Some of the larger operators had their farms so manned that they could market their crop whenever cars were available, and on short notice. They were thus able to command peak prices. But the vast majority of the farmers—men who operate their own farms, and renters—said they had to wait and sell on a falling market, or else have their 1919 crop still in their bins, waiting for cars or a better market. The slump in corn prices has pinched them severely, they say.

It is small wonder that transportation and the shortage of cars are all-engrossing subjects in Cherokee County. Wherever farmers congregate they talk cars.

It was found, however, that the farmers of that particular territory, as a

general rule, have confidence in the integrity of the men who represent the railroad there. They believe that the best possible distribution is being made of available cars, and that employees generally are leaving no car-wheel unturned to accomplish the greatest possible movement.

W. P. Dawson of Aurelia, president of the Cherokee Farm Bureau, is in a position to know the attitude of farmers toward railroads and transportation. He also is director in the Corn Belt Meat Producers' Association, chairman of the legislative committee of the Iowa State Federation of Farm Bureaus and formerly served as state representative and later as state senator. He was found on his beautiful farm, Fair Acres, overlooking Aurelia, and was asked this question:

"What, in your opinion, is the attitude which the farmers of Cherokee County, as a whole, have toward the railroads—especially toward the Illinois Central?"

Without hesitation, this was his answer:

"It is good. There are radicals among the farmers, of course, the same as with any class of men, but I am glad to report that they are in the minority and are not the real leaders of public opinion among the farmers. The majority—including the real leaders—are extremely friendly toward the railroads.

"The farmers are studying railroad problems. They know why there are no cars. They know that for years the roads were strangled and legislated against, until they were unable to borrow money to buy the equipment necessary to carry them through such an experience as the war period has been. In their study of railroad problems they have found that railroad men are honest and efficient and are doing their best to solve the problems which are so serious just now.

"Progressive farmers read widely, but conservatively, and their judgments are conservative. I am sure you will find that the farmers, as a whole, appreciate

the railroads and railroad problems, and are ready to lend any assistance in promoting the efficiency of the transportation machinery of the country."

One of the outstanding impressions which the writer received was the reminder that a certain proverb applies most strongly to the railroad situation; that is, that a chain can be no stronger than its weakest link.

The only way a large majority of the people in this country have of forming their opinions of the railroads is through their contact with a single agent.

In the average town such as those scattered along the line of the Illinois Central in Cherokee County—outside, possibly, of the town of Cherokee itself—the agent actually is the Illinois Central Railroad to the people who deal with the railroad at that point. If the agent is courteous and attentive, and goes out of his way to be of service to them, the patrons grow to appreciate the road. If he lacks at times in courtesy or attentiveness, or fails to exert every effort to serve them, they are led into the belief that the railroad has that attitude.

Railroad regulations cannot be made to define the limit of service which an agent can represent to a community. He fails unless he realizes that responsibility and bends every effort to see that the railroad's service at his point is the best that can be given, and that the community's service to the road at that point, in turn, is the best possible.

The farmers who were interviewed did not express it just that way, but in certain communities they spoke very highly of the railroad's representative or representatives at that point, while in others they spoke disparagingly, and a simple inquiry revealed the cause.

Each farmer who was interviewed was asked to tell two things, in particular: what features of the service provided by the Illinois Central in his territory he commended and what he believed could be improved upon. Outside the discussions of the car situation, the in-

terviews can be briefly summarized. These are among the features of service commended:

They agree that passenger service is worthy of praise, many characterizing it as the best in the country.

They agree that the railroad's representatives are, with few exceptions, efficient and courteous.

They believe that freight transportation service, were it not for the car shortage, would be almost without fault.

They are enthusiastic in praising the attitude of the railroad toward their problems.

They commend strongly President Markham's program for bringing railroad men and patrons of the railroad into closer touch with each other's problems.

But the farmers did not pass up the opportunity presented to make suggestions on improved service. These were among their recommendations:

They believe that better accommodations should be given stockmen accompanying their stock to market.

They believe that the railroad should again obtain control of all stock pens and scales from which shipments are loaded.

They believe that stock pens and yards should be kept in better condition.

They believe the roads should enforce the ruling against allowing caretakers' passes on stock shipments to others than those in whose name stock is shipped.

They believe there should be an even closer understanding and co-operation between the men who operate and the men who use the railroads.

N. L. Stiles of Cherokee, who is interested in the farming of 1,200 Cherokee acres, and Glenn Ellis, county farm agent, gave the interviewer, in starting out, some of their experiences and the experiences of the farmers they come in contact with, outlining some phases of the situation which might be expected in the interviews.

They had numerous experiences with the car shortage situation, and especially

County Agent Ellis, who is striving to make his bureau serve the needs of the farmers of that county. He had found that car distributors and agents had treated farmers fairly, so far as his personal information was concerned, but warned the interviewer that he might expect to hear other views from some farmers.

Both County Agent Ellis and Mr. Stiles agreed that, while railroad men as a rule are courteous and anxious to serve, there are individual cases where their attitudes could be improved upon. They believe that agents should go out of their way to make the railroad service the best possible.

They discussed the question of better accommodations for stock shippers and declared that often-times stock trains leaving Cherokee County carry more shippers than can be seated in the caboose.

They talked about the upkeep of stock pens at shipping points, and declared that at some places they have fallen into disrepair. They declared that the pens at Cherokee have been kept in good condition largely through the work of individual shippers, principally Charles Graves and Perry Boughton.

They talked about the linking of the gap between Onawa and Omaha, requiring about seventeen miles of new roadbed, declaring that it would make Omaha a competing market against Sioux City and Sioux Falls and would better agricultural conditions in Cherokee County.

They related experiences which have come to their attention of shippers abusing the system of ordering cars—how stock buyers have ordered cars weeks in advance of having stock in hand to ship, how shippers and farmers have “traded cars,” always keeping their names on the books at a station, how in many cases they have had their friends sign up for cars for them, and how they often order cars for one shipment at several stations. One of the results has been, they said, that individual

farmers have found it difficult to obtain cars when needed.

Roy King, Cherokee farmer, told of his experiences with the car shortage situation and said he was unable to market his 1919 corn crop when the market was high.

L. R. Stanoscheck of Cherokee fattens nearly 1,000 cattle in Cherokee County every year, buying them in Sioux City and marketing them in Chicago, doing his shipping exclusively over the Illinois Central. He reported that he had always received excellent treatment from the members of the Illinois Central “family,” but had been caught in the pinch of the car shortage situation.

Mr. Stanoscheck declared that, in his opinion, the Illinois Central had made a mistake in disposing of scales and stock pens at shipping points. He said that the placing of the scales and pens under the control of an individual shipper had the tendency to discourage farmers from stock-raising, as many were unwilling to accept the hazards of the game, believing that some shipper would be able to dictate when their shipments could be made, and under what conditions.

A. D. Bushlow of Cherokee owns and controls the operation of 1,800 acres in Cherokee County. Three of his farm homes are modern throughout and his farm buildings are palatial. He has made a study of transportation problems and was ready for the interviewer.

Mr. Bushlow believes that stockmen should have better accommodations for accompanying their stock to market. He would favor selling better service to the stockmen, and suggested that each stock train leaving that territory carry a tourist sleeper, in which berths would be sold the stockmen at regular sleeping car rates.

In this connection the suggestion was heard that, since stockmen perform little real service in accompanying their stock, they be given transportation by passenger train.

Mr. Bushlow believes the Illinois Central made a mistake in disposing of load-

ing pens and scales at certain points and declared that pens—even those still held by the road—are not always kept in proper condition.

This farmer offered the view that farmers do not consider the cost of transportation nearly so important as the degree of service, and would be willing to pay higher rates, if necessary, to obtain better service.

The idea of bringing the railroad officers and employes into closer touch with patrons was commended and Mr. Bushlow suggested that periodical conferences between railroad executives and their patrons at various points would be a fine thing.

Mr. Bushlow spoke highly of the Illinois Central's passenger service and the high standard of officials and employes with whom he deals.

John Mitchell, farmer of near Cleghorn, was located in a neighbor's field, assisting in cutting corn for silo-filling. He climbed down from his mower, greeted the interviewer and declared that the thing most needed now to make transportation service more efficient is closer co-operation between railroad men and patrons.

Mr. Mitchell is president of the Farmers' Elevator Company at Cleghorn. He did not spare elevator men in scolding them for their failure, many times, to do their share in co-operation. The grain car situation could be improved, he declared, if elevator men would make minor repairs to put box cars in condition for grain loading, instead of requiring the sending of the cars to other points for repair.

He also criticised the railroad workers, declaring that they often do not realize their full responsibilities. He told of an instance where a car of lumber which his employes had been unloading had been left, at the close of a day's work, with the door open. In switching, the car was picked up and carried on. He criticized the brakeman for his failure to make the slight examination necessary to determine that the car had not been emptied.

James Oswald, who, with his brother, operates a half-section of rich farm land near Cleghorn, recited his car shortage troubles and those of his friends.

Guido Berendes, farmer near Marcus, greeted the interviewer with a recital of his troubles. He told how he and a neighbor had purchased seven Short-horns at a sale in Cherokee last March and had held them in the pens two days awaiting cars. There were empty stock cars at Cherokee while his cattle was being detained, he said, but he admitted that they probably had been assigned to other shippers on the priority list.

Thomas Meahan directs the operations of his farms from Marcus. He told the interviewer how he had implored the railroad company to give him cars when the market was up, but finally had to sell his 1919 crop of corn at 88 cents a bushel.

E. E. Lyman of Cherokee, farm owner, told of the experiences of farmers in general with the car situation and declared that there is much unrest throughout the county as a result of the fall in prices of farm products. The question most asked, he said, is this:

"Why is it, that as soon as cars are available and the farmers are in a position to market their crop the market slumps?"

Will Scott, who is renting the farm he occupies near Cleghorn, was assisting a neighbor shell corn for marketing. He and the neighbor had succeeded in getting a car and were pooling their shipment. He talked frankly about how the car shortage affects the younger farmers.

"The railroad's service to us is represented by the cars we are furnished—and we haven't received the cars," he said.

This young farmer told of having to hold a shipment of hogs for eight days in the pens at Meridan, awaiting cars, during which time, in addition to a heavy shrinkage, he lost eight hogs.

Andrew Johnson, who lives south of Marcus, was found in town. He declared that the Illinois Central is the fin-

est railroad system in the country, except that more cars are needed.

J. T. Woodall, who retired from his farm ten miles from Marcus to the town this summer, said he could not understand why he had seen scores of empty cars in Sioux City when the farmers were pleading for cars. He said he did not investigate to find out whether the cars had just been received and were then being distributed to the towns in that territory.

Otis Briggs and Guy Rae of the Marcus-Cleghorn territory were interviewed together in Mr. Rae's cornfield, where they were driving high-power implements which mowed and cut up corn for silo-filling, loading it into accompanying wagons in the same operation.

Mr. Briggs spoke of the abuse of the system of ordering cars and declared that farmers are to be severely censured who take advantage of another farmer by crowding the order books at certain stations. He told of some of the rumors which he had heard that farmers had not been dealt with fairly in the handling of cars, but said he could give no definite information.

Mr. Rae told of the lack of accommodations for stockmen accompanying their shipments to market and indorsed Mr. Bushlow's scheme of putting a tourist sleeper on each stock train and charging the shippers sleeping-car rates. He also told of the abuses of the car distribution system, but declared that insofar as his information extended, employees had dealt fairly with shippers.

"The Illinois Central has done better by us than the other roads in adjoining counties," Mr. Rae said.

John G. Shea, shipper at Cherokee, was cornered on the streets of Cherokee and asked the interviewer's usual questions. He spoke highly of the Illinois Central and its service, but declared that right of way fences should be kept in better repair.

Ex-Senator Dawson of Aurelia, who is reported earlier in the article, declared that, in his opinion, there is no better passenger train service "in the world" than that of the Illinois Central

on the Cherokee district. He spoke highly of President Markham's plan for getting closer co-operation between the road and its patrons.

Olin Jones, farmer and president of the Farmers' Elevator Company at Aurelia, had been warned of the interviewer's coming and was ready with his story of lack of grain cars. He blamed the railroad severely for not being in a position to furnish more cars.

Mr. Jones told of seeing a grain car come into Aurelia, loaded with posts for the railroad company, and spoke of the incident as proof of inefficient service. It was explained that the posts were loaded off the line and had been shipped in a grain car headed for the grain-loading territory, and that the car would be available for outgoing shipments in that territory.

Mr. Jones also recited his correspondence with railroad officials over the car condition. He said that he had heard numerous stories that cars have been "bought" by shippers, but that he had no personal information on the subject.

Lee Woods, of Marcus, manager of the Farmers' Elevator Company at that place, told of the difficulties of getting grain cars. He said that, in his opinion, the Illinois Central towns had fared worse than towns on other lines.

Most of those interviewed had kind words to say of the Illinois Central service. Many declared that, could the car situation be relieved, no further improvement could be desired.

There is one further impression that should be set forth in this report. That is, that farmers should not grow impatient in expecting an immediate change for the better, and the eradication of all their difficulties. It will take time to place the railroads in condition to render 100 per cent service.

As a final summary of the railroad situation in Cherokee County, here is the testimony of John Sheridan, Cherokee farmer:

"If God Almighty was running a railroad out here, son, He couldn't please everybody!"

Traffic Men Hear President Markham and Other General Officers Discuss Public Relations

The increased duties and responsibilities of railroad men in the light of changing conditions governing the transportation agencies of the country were discussed in a two-day meeting of the Illinois Central's traffic representatives from all parts of the United States, held in Chicago September 17 and 18.

A meeting of the freight men was held Friday, September 17, followed by one of the passenger men Saturday. A joint meeting of the two branches was held Saturday forenoon, to hear talks by President Markham, Vice-President Bowes, Traffic Manager Longstreet and H. B. Hull on various subjects, including the important one of public relations. About 100 representatives of the Traffic Department attended.

President Markham gave a resume of conditions which have combined to bring the Illinois Central to the forefront of the transportation systems of the country—the high standard of efficiency and loyalty maintained by officers and employees, the purchase of new equipment during the period in which many of the railroads delayed buying to watch the development of the market and other conditions, and the resulting efficiency of operation, which has enabled the Illinois Central to claim, and maintain, its place at the lead of the nation's railroad systems.

Mr. Markham paid a tribute to the traffic representatives, declaring that

he believes the Illinois Central Traffic Department to be the best of any railroad system.

The Transportation Act under which the railroads were returned to their owners was discussed, President Markham emphasizing the need for closer co-operation between railroad men and the patrons of the road, in the interest of which the publicity program was laid out. He pointed out that the railroads are now in a position to stand or fall on their records, and that it is vitally necessary for the public to be correctly and fully informed on what the railroad is doing in its effort to meet the situation. It was for the purpose of educating the general public to these conditions, he said, that the Illinois Central adopted the policy of buying advertising space in the newspapers, in which to set forth, monthly, statements showing railroad conditions.

The traffic men were told that they are important links in the chain for developing better public relations, and that the program will fail in its purpose without their co-operation—without the co-operation, in fact, of all officers and employees.

President Markham paid a tribute to the wisdom and foresight of the men who have controlled the policies of the Illinois Central since its organization, and modestly related his own part in directing policies during his tenure of office. One reference in this connec-

tion was especially noteworthy—a reference to the purchase of cars and locomotives and the making of expenditures for other facilities during the pre-war period when they were scraping the bottom in price.

"The railroad business is a game—the most fascinating game in the world," President Markham said. "I would not consider giving it up for business opportunities offering much greater returns."

The human element as it enters into the policies of the Illinois Central was referred to, President Markham declaring his personal interest, and the interest of the organization, in the men who make up the body of railroad workers employed by the Illinois Central.

Mr. Hull, who was designated as the officer to have charge of the Illinois Central's publicity program, gave a resume of the publicity work accomplished to date, with the results which have been obtained. He said the entire program was originated by President Markham, who has given his personal attention to its working out and who has determined the policies to be pursued. Mr. Hull explained that he was merely assisting Mr. Markham and trying to carry out his ideas.

The purpose of the publicity work, Mr. Hull said, is to acquaint the general public with the facts of railroad operation, in order, not only to prevent the forming of distorted views, but to guide the public in forming opinions which will result in better transportation conditions.

Publicity work on the Illinois Central is made easy, Mr. Hull said, because of the high standard of efficiency

maintained by the railroad as a whole, and the correctness of the policies outlined by those in whose hands rests the duty of determining policies.

Vice-President Bowes discussed a number of subjects, emphasizing the new conditions of railroad operation created by the Transportation Act, service being one of the foremost issues, and its effect upon the traffic representatives. The business of the traffic representatives is not only to solicit business, but to represent the railroad management in seeing that 100 per cent service is rendered the public, he said.

Mr. Bowes reviewed the accomplishments of the Illinois Central during the war and in the reconstruction period which is following, declaring that every employee should feel proud of that record. He spoke of the present excellent physical condition of the road, complimenting the wisdom of the management in providing the tools with which to give more and better service, enabling the traffic representatives to seek more business.

Departmental rivalry has been done away with on the Illinois Central, Mr. Bowes declared, and in its place is the feeling that the employees belong to "one big family," each ready to do his share. He paid a tribute to the Operating Department especially, declaring that there should be, and is, the greatest co-operation between the Traffic and Operating Departments.

Mr. Longstreet called attention to the points made by other speakers and pledged the Traffic Department's utmost co-operation to President Markham and Mr. Hull in securing results on the publicity program. Reaching,

as they do, all parts of the country, the traffic men will be able to assist materially.

Other questions which were discussed by the traffic men were the adjustments of service to meet present conditions, the method to be used in handling complaints and criticisms, the relation of the outside offices to the general offices, the details of the Transportation Act and the general subject of solicitation, with the best methods

of securing increased efficiency of operation, through increased loading, prompt loading and unloading and release of equipment, and the conservation of equipment.

The talks were followed by general discussions, in which the traffic men got acquainted and related their experiences. It was generally agreed that the meeting had been one of the most profitable in the history of the Traffic Department.

Public Opinion

It is regretted, owing to our limited space, that all of the newspaper editorial comment relating to the Illinois Central's publicity work cannot be given here. However, a few, characteristic of all are given below.—Ed.

A RAILROAD'S GROWTH IN SERVICE AGAINST TREMENDOUS HANDICAPS.

For several years it has been a popular thing to declare glibly: "The railroads have quit functioning," or, "The normal inefficiency of the railway systems is growing from bad to worse." Nobody has seemed either ready or willing to challenge these statements. Everybody has seemed eager to preach a funeral over the remains of the common carriers.

However, President Charles H. Markham, of the Illinois Central Railroad Company, has brought forth figures which show conclusively that his company, for one, has gained steadily in service over a period of a decade. In answer to charges that the railway systems are failing to function, he publishes an advertisement showing the gross ton miles of freight handled by the Illinois Central system per year, for the last ten years, and the number of passengers carried one mile, per year, for the last ten years. The tabulated record is better than any editorial comment:

Gross Ton Mi. Freight.	Passengers	Car. 1 Mile.
1910.....21,297,062,271	1910.....745,818,345	
1911.....21,889,824,779	1911.....811,282,510	
1912.....21,531,250,666	1912.....807,969,807	
1913.....24,391,106,507	1913.....815,812,320	
1914.....24,366,570,056	1914.....832,881,282	
1915.....24,363,278,841	1915.....747,797,713	
1916.....27,704,768,863	1916.....850,797,693	
1917.....31,302,858,783	1917.....982,111,873	
1918.....34,227,609,231	1918.....1,026,898,494	
1919.....28,740,018,000	1919.....1,142,044,011	
1st half	1st half	
1920.....17,568,332,000	1920.....568,884,894	

This is an amazing history, concentrated in a few lines, of big achievements under almost superhuman handicappings. To appreciate its deepest significance it must be pondered in the light of strikes and tie-ups, of congested situations without end, while struggling against a gradual weakening of credit which for more than ten years has been the common lot of railroad companies.

In his statement, President Markham does not assume an attitude of boastfulness. "The Illinois Central is but one railroad system out of many," he asserts frankly. "I do not claim that its performances are any exception to the rule. No doubt many railroad systems have done as well, and perhaps some have done better than the Illinois Central."

There is a strong note of courage in this statement. It is good for faint hearts whether they be individuals or corporations. It is a challenge to adversity. It is like throwing down the gauntlet to Bad Luck and telling him to do his worst. It is the statement of the head of a great railway system that has stood the shocks of political hatred, of dwindling credits, of labor troubles, world without end, seemingly, and all punishments which great corporations invariably are heir to without being jarred from its upward and continuous growth in service.

The revelation made by President Markham is one of which he may well feel proud. Unquestionably, it should encourage and hearten investors in railway stocks, not merely in securities of the Illinois Central

Railroad, but in all legitimate securities offered by railways nowadays for the getting of funds with which to make needed developments adequate to this new age of commerce and industry.—Editorial, Birmingham (Ala.) *News*, September 2, 1919.

THE RAILWAYS DOING THEIR BEST

The announcement made in *The Star* of yesterday by President C. H. Markham of the Illinois Central Railroad Company should spike the guns of those government ownership advocates who have been spreading the idea that the railways have not been functioning properly. It is no uncommon thing to hear some champion of the Plumb plan explain how the railway officials have been hampering efficient operation during the period of government control. The public has been assured by those visionaries that a conspiracy was on foot to make a failure of anything but private management and also to make a showing of poor earnings in order to bolster the claim for increased rates.

President Markham's statement of operating facts shows how far from the truth is the contention that the Illinois Central, at least, has not been functioning properly. He explains that many other systems, no doubt, have done as well and perhaps some have done better. That road carried more passengers in the first six months of this year than in any six months' period in its history. It likewise carried more freight than ever before. There has been a steady and uninterrupted increase in freight and passenger traffic, except for a slump in freight tonnage last year.

The Illinois Central, in the first six months of 1920, carried approximately 50 per cent more freight and passengers than it did in the corresponding period in 1914, just before the war was precipitated. That increase in business is handled with substantially the same equipment and mileage as were available before the war. The demands of the industrial world have increased the burden on transportation facilities and those have been met in a surprising degree by increased efficiency.

* The roads have been unable to buy the cars and locomotives justified by the requirements of the industrial development of the country. They have made practically no extensions to their lines and have been unable to keep pace with needed replacements. They have utilized to the limit the equipment on hand and must have funds for expansion and development if they are to keep up with the requirements of the communities they serve. They have not been negligent and have not been laying

down on the job.—Editorial, *The Star*, Indianapolis, Ind., September 2, 1920.

A CREDITABLE SHOWING

In the midst of a great mass of generalities with respect to the railroad status and railroad efficiency, much of which is misleading and confusing, it is interesting to have specific figures which prove actual accomplishments.

Charles H. Markham, of the "old reliable" Illinois Central, brings forward a schedule of figures which show what his system is now doing, as well as evidence of its previous accomplishments. It will probably startle the reader to learn that the Illinois Central carried 80 per cent as many passengers in the first half of the year 1920 as it did in the entire year 1913—the year before the war. The freight tonnage the first half of 1920 was about two-thirds the total tonnage transported in the entire year of 1913.

Furthermore, this large increase in both passenger and freight carriage has been handled without additional mileage and with practically the same equipment that was in operation in 1913. As a matter of fact since the war started in the summer of 1914 it has been difficult, if not practically impossible, to buy railroad equipment in any quantity. Railroads were compelled to get along with old equipment in the main. At the present time the outlook for obtaining new locomotives, cars and other equipment is improving and it is expected that by spring much new rolling stock will be on the tracks.

The fact that with the handicap of war conditions, congestion, government control and general disorganization the Illinois Central, as well as other systems, have been able to do an increased business, without substantial augmentation of equipment, testifies eloquently of the good faith of the managers of transportation lines. It ought to set at rest, at least, the propaganda to the effect that there was a studied attempt on the part of railroads to discredit government control, by hampering methods that would make a fair showing impossible.

In presenting the figures showing results of his own railroad President Markham claims nothing for the Illinois Central that is exceptional as compared with other lines. He frankly says that "no doubt many railroads have done as well, and perhaps some have done even better than the Illinois Central."

Indications point to even greater achievements by the transportation systems. There is said to be a general feeling of optimism among railroad men and a determination on the part of all employes from top to bottom to develop efficiency to the utmost to the

end that the public may enjoy the best service of which human agencies may be capable. The hope of the railroad managers is that the public will realize in some measure the difficulties encountered in the past four or five years and permit reasonable time in which rehabilitation may be expected and the highest degree of service developed.—Waterloo (Ia.) *Courier Reporter*.

A CLEAR TRACK.

Charles H. Markham, president of the Illinois Central Railroad, has announced that instead of the public be damned policy once popular with railroads a public be served system has been adopted, which promises great success. Mr. Markham has appealed to the public for criticism and suggestion for betterment of transportation. He says the public has answered with an intelligence which is being put to good use. That is promising, but it is by no means all that must be done, as Mr. Markham and other railroad executives unquestionably know.

Railroading is a complicated business. It can be conducted successfully only by men of high ability long trained in the details of the work. The public may have a good idea on this or that point, but it cannot manage the great task of reconstruction and efficient transportation which the railroads face. This is a task for the executives.

The interstate commerce commission has granted a reasonable income to the railroads. The railroad employees have been granted a substantial increase in pay. The "outlaw" strike has been called off. Both financial and labor difficulties have been practically eliminated. It remains now for the railroad executives to prove their right to their position, and to prove the correctness of their contention that private operation of the roads is the best operation. To do so they must provide rolling stock, improve their lines and terminals, reduce congestion, and provide a service which will justify the higher rate paid for transportation.

Mr. Markham's attitude toward the public indicates that he is trying to bring about such improvement. Let us hope that he and his fellow executives on other roads succeed, and succeed quickly. The way is clear and the future of the railroad system of the country and of much of the industry of the country is in their hands. We want results.—*Chicago Tribune*.

FACTS OF A ROCKFORD ROAD.

The Illinois Central road employs the advertising columns of the Register-Gazette to correct a current public impression that

the roads are not working to capacity in coping with the rising public demands. Regarding his own company, President Markham observes that with an impaired and insufficient plant it is handling far more business than ten years ago, during which interval its facilities have witnessed little increase, owing to the nature of the limitations under political control, namely, the former policy of the interstate commerce commission. Contrasting the business of the company ten years ago and today Mr. Markham shows that the ton-mileage in freight has grown from 21¼ billion tons moved one mile to the rate of over 38 billions in the month of May this year, and the passenger mileage, that is, the number of persons carried one mile, the unit of computation, from ¾ billion in 1910 to 1 1/7 billion in 1920.

In the foregoing Mr. Markham does not refer to the plans of the Illinois Central for recovery from the handicap of the "impaired and insufficient plant" to which he refers. No authoritative statement has been given out but it is the understanding in business circles, which are expected to aid in the undertaking, that the company is to put out \$20,000,000 in equipment trust notes in the next 60 or 90 days, for the payment of new equipment that is now being built for the company.

The new equipment includes engines of a heavier type than heretofore built for the company; the 100 new freight engines being the equivalent of 140 of the heaviest now in use on the lines; also 25 passenger engines, 25 switch engines, 1,500 freight cars, 35 passenger cars and 20 suburban coaches.

New equipment is costing almost prohibitive prices—one explanation why the roads have been running behind in rolling stock, especially while under operation by the government, which was forcing circumstances for making a financial showing, to the detriment of keeping up the road. However, it is impossible to wait for the remedy of these conditions. With the improvement in revenues the roads are employing their better financial standing in enlarging their business facilities.—Rockford (Ill.) *Register Gazette*.

RAILWAY ENLIGHTENMENT.

Railroads are a public enterprise. Because they are privately owned and operated does not alter that fact. The development of agriculture and industry is wrapped up with the development of the carriers. Unless the railroads grow in proportion, agriculture and industry cannot grow. A farmer in Texas may raise a thousand bushels of potatoes, or one in Iowa a thousand bushels of corn, or one in Illinois a thousand bushels of oats—but if those farmers cannot get

their products to market, their investments and labor and enterprise mean nothing. The railroads are that thing which gives worth to a product, for the potatoes on a Texas farm, corn on an Iowa farm, oats on an Illinois farm, peas, dairy products and tobacco on Wisconsin farms—if they must remain on those farms—are worth nothing.

If conditions are to prevail which will insure the proper growth of the railroad plant they must be demanded by public opinion. It is easily to be seen, therefore, that a spirit of co-operation between railroad management and patrons, and a spirit of mutual helpfulness, are necessary. The public must be informed on railroad problems, to be in a position to render an opinion which will be reflected in wise supervision and regulation of the carriers. The railroads are making every effort to contribute to the making of these conditions.

It is in a sincere effort to create an intelligent public appreciation of the railroads' problems, in order to insure co-operation, that the Illinois Central has launched a newspaper advertising campaign. In the initial "ad" President C. H. Markham of that company has spiked the guns of those government ownership advocates who have been spreading the idea that the railways are not functioning properly. It is no uncommon thing to hear some champion of the Plumb plan explain how the railway officials have been hampering efficient operation during the period of government control.

President Markham's statement of operating facts shows that the Illinois Central carried more passengers in the first six months of this year than in any six months' period in its history. It likewise carried more freight than ever before. There has been a steady and uninterrupted increase in freight and passenger traffic, except for a slump in freight tonnage last year.

The Illinois Central, in the first six months of 1920, carried approximately 50 per cent more freight and passengers than it did in the corresponding period in 1914, just before the war was precipitated. That increase in business is handled with substantially the same equipment and mileage as were available before the war. The demands of the industrial world have increased the burden on transportation facilities and those have been met in a surprising degree by increased efficiency.

The roads have been unable to buy the cars and locomotives justified by the requirements of the industrial development of the country. They have made practically no extensions to their lines and have been unable to keep pace with needed replacements

because of starvation methods pursued by the interstate commerce commission.

Other roads no doubt have been doing as well as the Illinois Central, some perhaps better; and, distinctly, they have done wonders since, terribly crippled, they were turned back to energetic private ownership.

President Markham's plan to enlighten the public through newspaper advertising should prove helpful in demonstrating the simple verities of the situation. His proof is conclusive that the roads are functioning in a really unprecedented manner.—Madison (Wis.) *Democrat*.

GIVE THE RAILROADS A CHANCE.

In a series of advertisements which are evidently prepared by men fully informed, the Illinois Central Railroad Company is giving the general public invaluable information on the question of government ownership in answer to those who have been advocating that the railways of the country have not been functioning properly.

We have seen much in the press of late about the Plumb plan and how the railways have been hampering efficient operation during the period of government control. These facts as set forth by the Illinois Central Railroad Company show how far from the real facts these advocates have departed.

The railroads have been carrying more passengers and transporting more freight during the same length of time for the past year than in any time in their history. There has been a steady increase in all departments of railroad traffic. The increase has been handled with substantially the same equipment and mileage as were available before the war. The demands of the industrial world have increased the burden on the transportation facilities and these have been met in a surprising degree by increased efficiency. Railroad companies have been handicapped in keeping up their equipment because they have been unable to buy cars or locomotives sufficient to take care of the increased volume of business. However, they have utilized to the limit the equipment available. It is also made very clear that the railroad companies must have funds for expansion and development if they are to keep up to the requirements of the service demanded. The fault is in no way to be laid at the door of the railroad.

The recent increase in freight rates and passenger fares will be a great help to railroad companies in building up their equipment and trackage, and the information given out by President Markham of the Illinois Central should encourage investors in railway stocks not merely in securities

of the Illinois Central Railroad, but in all the legitimate securities offered by railways for the securing of funds with which to make needed improvements adequate to take care of the larger volume of business they are required to handle.

There has been too much prejudice developed unnecessarily against the railroads and the information which the transportation companies are giving to the public will serve to a great extent in wiping out this feeling.—East St. Louis (Ill.) *Journal*.

RAILROAD'S STANDARD OF ADVERTISING IS HIGH.

Ill'nois Central Deserves Monument on Highway of Progress for Its Work.

By C. B. Evans.

Public Ledger-Minneapolis Tribune Service.
Copyright, 1920, by Public Ledger Co.

Chicago, Sept. 1.—The remarkable advertisements now being subsidized by C. H. Markham, president of the Illinois Central railroad company, deserves a monument on the highway of business progress. These advertisements, some of which have been posters at the stations on the road, sketch what has been done by the Illinois Central in the face of great difficulties. No doubt many railroad systems have done as well and perhaps some have done better than has the Illinois Central.

This company does not vaunt itself by comparison with others nor does it claim that it will "cure anything" as one is asked to believe by the old style medicine advertisement, but it

does show that the gross ton miles of freight now being moved is greater than ever before and the passengers carried one mile are almost up to the greatest of record.

But the best of it all is the change that this advertisement makes. Barnum made a great success of claims that were not backed by fact or in which fact was treated to a great deal of bloating. For long periods after he set the example, other advertisers seemed to consider it necessary to paint in extravagant colors and fabricate fancies that would appeal to the imagination of the reader. One day somebody said "Let us drop back to the truth," and there has been a material change since that time.

The pure food law and the federal trade commission have done much in the same direction. Merchants having some sense of their own safety think twice before calling celluloid ivory or camouflaging whisky as a newly discovered cure for dyepesia.

There is one aspect which is quite worth notice. The United States government can discipline a man for misrepresenting his goods or his service but it cannot supply the advertiser with good judgment. In some instances recently a lack of sense in such matters has been manifest. Nevertheless one corporation might be mentioned which not long ago placed on sale a huge amount of notes to get money for an industry that needed it much less than the railroads, and much more than half of those notes lodged in the gullet between the underwriting syndicate and the public.

The method and purpose of Mr. Markham is modern and it is right.—*The Minneapolis Morning Tribune*, September 2, 1920.

ON THE RATES

As a rule railroad men have accepted the gifts the gods have provided in the way of increased railroad rates with satisfaction. But there are a handful of incurable grumblers who are filling the Eastern newspapers with statements that the increase is "not half enough." That is not true. The increase is generous. It is now for the railroad executives to get to work and by improving the service to reconcile the people to the added tax. This can, in large measure, be done.

But it was never proposed to put the rates so high as to bring immediate prosperity to bankrupt roads. The rates have been arranged so as to assure reasonable profits to the reasonably well managed roads. Those roads that have been managed unusually well should earn under these rates something better than reasonable profits.

Louisville (Ky.) Evening Post.

August 7, 1920.

Illinois Central Urges Co-Operation Of Its Patrons

The Illinois Central Railroad, like other railroads, faces the task of trying to move a greatly increased amount of business with facilities which are entirely inadequate. It is therefore of the utmost importance to make the existing equipment more efficient through increased mileage. This can only be done through the fullest possible co-operation between the railroads and the shippers.

The shipper is allowed forty-eight hours in which to load cars, and the consignee is allowed the same time to unload. By expediting the loading and unloading, they have it in their power to substantially increase the number of cars available for serving the public.

The average car-load on all lines is only 70 per cent of the carrying capacity of the cars. Thus 30 per cent of the total loaded car mileage is not being utilized. If all cars could be loaded to full tonnage capacity the car supply would be increased by nearly one-third.

For ten years preceding Federal control, the railroads added to their equipment an average of 118,846 freight cars per year, while during the 26 months of Federal control the Government added a total of 100,000 freight cars, at the rate of only 46,152 per year.

For ten years preceding Federal control, the railroads added to their equipment an average of 2,569 locomotives per year, while during the 26 months of Federal control the Government added a total of 2,000 locomotives, at the rate of only 923 per year.

For ten years preceding Federal control, the railroads added to their equipment an average of 2,762 passenger cars per year, while during the 26 months of Federal control the Government added no passenger cars whatever.

When the railroads went under Federal control on January 1, 1918, each railroad had upon its own line an average of 45 per cent of its own cars, while at the end of Federal control, March 1, 1920, each railroad had upon its own line an average of only 22 per cent of its own cars. The result of this broadcast scattering of the cars was that the general condition of the cars deteriorated and was much worse at the end of Federal control than at the beginning.

These are some of the reasons why there is a shortage of transportation, reasons which everybody ought to know, but we are now more concerned about the present and anxious to accomplish the utmost that can be accomplished with the impaired railroad plant with which we shall have to work until the cars can be brought home and put in shape and additional facilities acquired.

I urge that our patrons do their utmost to help us keep the cars moving. When it is considered that freight cars spend one-third of their time in the hands of the shippers, it will be seen that the co-operation of the shippers is not only important, but absolutely necessary. The Illinois Central promises to meet its patrons more than half way and will do everything within its power to serve them.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,

President, Illinois Central Railroad Company.

Green County, Wisconsin

Emery A. Odell, Publisher Monroe Evening Times

GREEN county's position as the foremost dairy community in America has been attained by steady growth and development rather than by fixed aim or purpose to establish here in Southern Wisconsin a dairy section to become some day, as it is now, the model dairy county of the country with solidarity and dairy resources rightly challenging the attention of all persons interested in dairying progress.

Here there has been built an industry that long ago exceeded in its success the wildest dreams of the pioneer dairymen and causes the outside visitor to wonder how it was possible in this hilly region to bring about the highly prosperous condition everywhere in evidence.

"What is it," they ask, "that has made Green county stand at the front as the most productive, prosperous and progressive dairy county in the great state of Wisconsin and the entire country?"

Some say it is the climate and others claim that the soil is peculiarly adapted to dairying and cheese making, which have extended its fame far and wide.

These opinions are based on facts but it remains that there are places where the soil and climatic conditions are very similar to those in Green county and yet the signs of rural prosperity as measured in terms of fine, improved farms, modern barns, good dairy cattle and large bank deposits are not nearly so evident.

Aside from the natural advantages the greatest factor in the rural progress of Green county is the type and character of its farmers. They know dairying. It has been born and bred into them. From generation to generation the best practices in the production of milk and its products have been handed down. This experience coupled with the unusual thrift and industry has brought unheard of prosperity, which has reflected itself in the increased farm land values and highly intensified agriculture.

George M. Marble, newspaper publisher at Fort Scott, Kansas, long active in promoting dairying in Bourbon county, heading a delegation of 160 farmers who came from his section to Green county by special train last year, said, "We have come here not only to find out how to produce dairy cattle and dairy products but also dairy men and women. It is just as essential to have dairy men and women—persons who understand the business and whose hearts are in it—to win success in

this field as it is to have the best pastures and the best cows." Mr. Marble, in his personal investigations and interviews with the farmers and their wives out on the farms, marveled at the participation of the women, their interest in the herds, their practical knowledge of dairying, the milk prices and figures of the milk check. Mr. Marble hit close to the mark in his observation and it is no belittlement of the dairymen and their success to concede that the women on the farms have had no small part in the achievement.

The beginning was small enough; the handicaps at the start discouraging enough and the reward great enough to have the example that has been set here serve as an incentive to any struggling but industrious farmer, no matter where located. It had its beginning in adversity and poverty, the early farmers being driven to dairying in dire distress because of repeated failures of their wheat crop.

These people were noted for their industry, frugality and economy, qualities which they inherited, their ancestors having from necessity been obliged to practice them for many centuries, owing to the sterile and mountainous character of their native country. Green county's remarkable success in becoming the most important market for the so-called foreign types of cheese, Swiss, Limburger and Brick, is eloquent testimony of what can be accomplished by persistent and determined effort in legitimate enterprise; how honesty, thrift and industry can triumphantly overcome difficulties such as were encountered by the colonists from Switzerland who settled in Green county and laid the foundation for what is now known as the richest distinctly agricultural district for its area in the world.

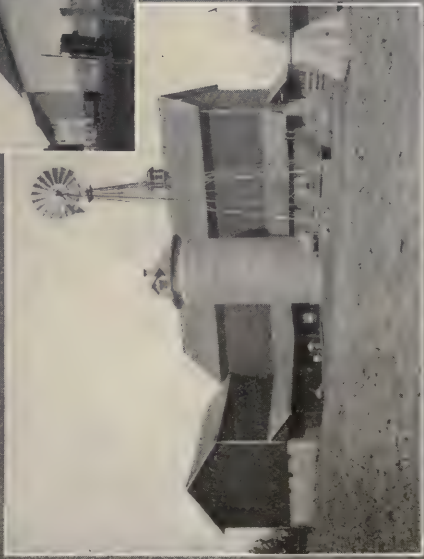
It grew up all by itself. Started in a new country, far from a railroad, it did not benefit by any advantage except the experience gained in the old world coupled with the well applied energy of its founders. For many years during its infancy it was quite independent of the state for there was no dairy branch as now, to give the dairymen scientific aid in their cheese making problems, which were many and serious. In fact the affluence of the industry was not fully realized until the introduction of the state income tax law. True it had been noted that the dairy barns were being built bigger than in other farming districts, that the herds were large with tendency drifting toward the breeding of the most desirable



Barns and Silos



Green County Wis.



strains of Holstein stock, that cheese factories kept springing up at the cross roads and thus it was left for the increased demand for the products and the growing prices to complete the great success of the enterprise.

tanks, study of the balanced ration, constant testing for tuberculosis, individual testing of cows with record of feed and production and elimination of boarders, the regular renewal of the fertility of the fields and pastures, general adoption of the silos,



The introduction of modern methods for more efficient scientific dairying, the building of well lighted and properly ventilated barns with cement floors, automatic watering systems, feed and litter carriers, milking machines, patent stanchions, cooling

the benefits gained from the state and University of Wisconsin, compliance with the dairy laws and sanitary regulations, all contributed toward placing the industry on a practical business basis, paying the dairy-men permanent and dependable income.

for the entire colony. A division of the land gave each head of the family twenty-two acres and by Christmas there were log cabins enough to provide homes for all the families. The colonists had to be supported by funds from Switzerland, while the woods and water with game and fish, nuts and berries kept them from starving. Men and women walked eighteen miles to Monroe and to Galena, 70 miles distant, to work that they might earn money to buy clothing. They knew nothing of American farming, had no horses or tools, and for years they were compelled to resort to primitive methods. Before they had spades, shovels or oxen they prepared the soil with

of attaining success seemed gone, he turned to his benefactor in the old country.

Drovers from Ohio with a drove of cattle appeared at Exeter, then a small mining town ten miles from New Glarus, and sold them at auction. These were the first cows brought to Green county. The colonists had a balance of \$1,000 of aid money sent from Switzerland and with this money cows were purchased in sufficient number at \$12 a head to give each family one. It was the inauguration of the dairy industry which was to be the foundation of the prosperity of Green county. Fields were seeded to clover, more cows obtained, cheese factories built, there were more arrivals



sharpened sticks. They broke small pieces of ground and raised wheat, which they threshed with hickory sticks.

They followed wheat growing for twenty years and were obliged to haul it 125 miles to Milwaukee, the nearest market, where it sold for 30 to 35 cents a bushel. Not until after the war when prices came down did they turn to dairying. With their lands depleted in fertility by the succession of wheat crops, with their fields on the hill-sides washed out by heavy rains and cinch bugs devastating the crop year after year, a most discouraging outlook faced them. Typhoid fever and cholera added to the distress of their situation and came near wiping out the colony altogether. The Switzer excelled in the care of the cow and arriving at a point when about every hope

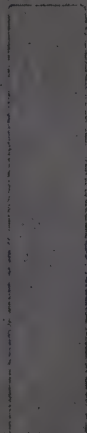
from Switzerland, and in five or six years cheese making became almost the sole occupation of the farming population.

The dairymen began buying more land, and the land became more productive, buildings better and larger, homes more comfortable and modern, while bank accounts grew and the natural increase in the land made all the earlier dairymen wealthy.

It may be said here as showing their loyalty, integrity and thrift, that the money appropriated for the colonists who left Switzerland was all paid back with interest and in 1861 the city of Glarus having burned the New Glarus sent \$5,000, a notable contribution for a population of 425 souls only sixteen years away from almost complete penury. In 1880, the Swiss town of Elm having been overwhelmed by the falling of



Brown Swiss Cattle



Green County Wis.

a mountain, the New Glarner sent them \$20,000. The canton of Glarus was indeed casting bread upon the waters when they sent forth the 193. Nor were the New Glarner lacking in loyalty to their adopted country, for ninety-eight of them, almost a fourth of the total population, wore the blue in the Civil war, a most remarkable average for a small community.

Cheese no larger than a saucer made in the homes was increased in size until the 200 pound Swiss cheese today is standard. Cheese was first made for home consumption and later it was found it could be sold in Monroe, the county seat, and in Milwaukee. Afterward a ready market was found in the large cities of the east and in time, and for years past, the cheese moved in car

steins. Every night and morning the cattle of the county yield enough milk to float a ship, and each factory is the scene of great activity in the early hours of the day and following the evening milking until late at night.

The land in the county is well adapted to the industry. That portion of the state lying west of Rock river and south of the Wisconsin has been termed the bluegrass region of Wisconsin. Cheese factories and creameries appear more and more frequently as one approaches the hilly region of which Green county is the very center.

Green county may be called the home of the Swiss cheese industry in America and is acknowledged that the Swiss cheese made here has captured the American mar-



PRIZE WINNER SIRE AND GET, AND GET. GREEN COUNTY FAIR, 1920.

load lots to every state in the Union. The success of the Swiss did not escape the notice of the Norwegians, the Irish and the Yankee farmer and now fully 95 per cent of the farmers of the county are successful dairymen. It is related by the older residents here that when the dairymen first began hauling their Limburger cheese to Monroe by the wagon load for shipment by rail objection was raised to the odor by the "yankees" from down east who were the early settlers and first people here then, and it was proposed to deny by ordinance the use of the main streets to this traffic. The industry soon gained respectable footing at the county seat when the money began to come back from the large markets to stimulate the banking business and enliven the trade of the local merchants.

The industry has dotted the country with cheese factories and filled the valleys and hillsides with fine herds of high grade Hol-

ket and is regularly quoted in all the leading cities.

In Green county, where almost every farmer is a cheese producer, the average per capita of wealth, \$3,200 by the official report based on the approximate true value of taxable real estate and personal property, is higher than in any other county engaged in agricultural pursuits.

The state of Wisconsin produces one-half of the cheese made in the United States and Green county is making one-fifth of this, contributing to the market in the United States a large share of the foreign types that are strongly suggestive of the imported kinds. The fragrant Limburger has reached perfection here and the milder types such as the Swiss, Block and Brick, unsurpassed in excellence for a domestic product, have gained high place in the cheese trade throughout the country.

Two-thirds of the cheese manufactured

in Green county is Swiss. About two-thirds of the remainder is brick and the balance limburger.

Milk formerly selling at 50 and 60 cents a hundred at the cheese factories has been bringing as high as \$4.50 and \$4.75 in recent years, while condenseries have been paying as high as \$3.75. Swiss cheese, once selling around 12 and 16 cents, has brought as high as 56 cents in the factories. The changed market conditions have been bringing unprecedented returns to the dairymen.

with an average of 24 to the farm. The total of cattle owned is 65,000, increasing the average to 37 to the farm.

The farm acreage of 363,025 is divided into 1,730 farms, of which 1,589 are owned and 141 rented. While Swiss blood predominates to large extent, 1,141 of the county's farmers are native born. Even with the low tenancy it is on the stock share plan which unites the interest of the owner and tenant. It has been the experience that dairying as a business fits in well with ownership of farms by farmers and



The financial statements of the banks of the county indicate the prosperous condition that prevails. The city of Monroe, the county seat, with a population of 4,788 has three banks, First National, Citizens and Commercial and Savings Bank, with deposits between \$3,000,000 and \$4,000,000. There are nine smaller banks in the county and the combined deposits are \$8,000,000 with \$1,000,000 in additional resources. The population of the county is 21,568, and in area it is only 24 miles square.

The cattle outnumber the population three to one. There are 42,877 dairy cows,

poorly under tenancy without sharing ownership in the dairy herd.

Farm land values run as low as \$75 an acre and farm sales have been made as high as \$400 an acre. The assessed valuation of the farm land in Green county is \$35,153,699 and the buildings \$6,476,260, assessed valuation of all taxable property is \$60,000,000. The dairy industry investment is \$50,000,000 with a livestock investment of \$5,000,000.

There are now 143 cheese factories in the county but with the condenseries gaining strong foothold and making winter

milking as profitable as summer milking, the factories are obliged to get their milk outside the territory covered by the condenseries of which there are four in the county.

Because of the heavily stocked farms

watch towers of prosperity. They are the big feed producers and the great labor savers that have been adding to the wealth of the dairymen.

Green county's breed of Holsteins, famous for their milk producing qualities,



Monroe,
Green County
Wis..

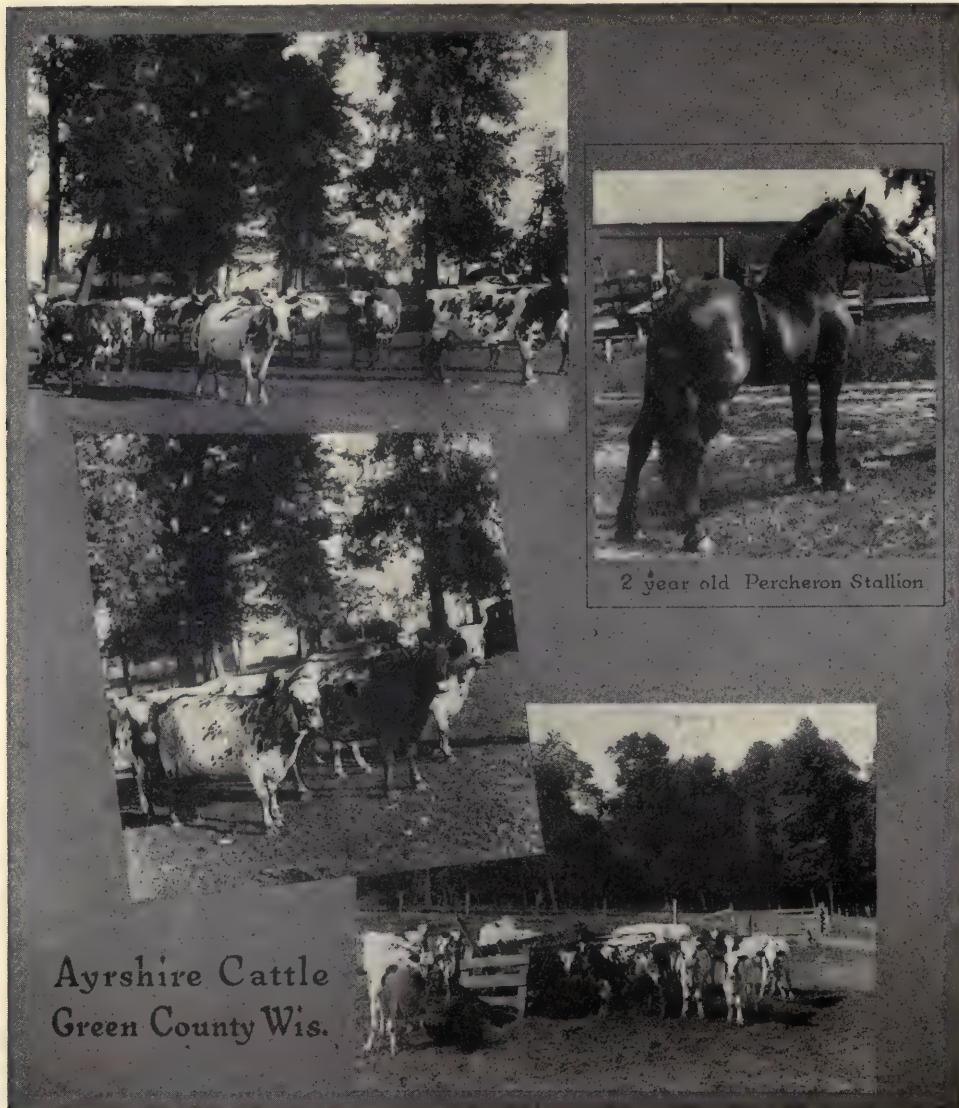
there is not enough corn, hay and grain raised in the county to feed the stock and each spring many farmers are obliged to buy feed. Corn for silage and alfalfa for hay have been found to be indispensable in dairying success. The high, well-built silos, wood, brick, tile and cement, one, two and three to a farm, stand out as the great

were produced from the original Holstein stocks imported from Holland. They have both the size and production in their favor as well as the backing of years of breeding and development of production. Production counted before pedigrees with a growing tendency toward registered herds. Good stock was bred by the farmer because

of the value of that stock to him for what it produced in milk. Stock has never been raised for show and merely to sell.

The large herds of black and white cattle which ornament the landscape, as every pasture has them, show the faith of the

asked by the breeders vary according to breeding. Registered stock runs from \$200 to \$700 while good grade cows sell for \$125 and \$200. The dairymen all aim to have their own high class service bull, bred from the highest producing dams of the breed,



farmer in the Holstein which they find excels in volume of milk and butter fat content. A notable example of community breeding is furnished here. The Holsteins represent the best in years of breeding and many buyers from distant points, particularly the south, west and southwest, have been attracted here in recent years. Prices

paying from \$500 to \$3,000. Young bulls are raised and sold.

Where stock is bought of farmers who raise them buyers have the opportunity of seeing both the dam and sire as a basis for selection on breeding and individuality.

The Holstein adjusts itself to all climates and conditions, as is strikingly illustrated in

this locality with its marked changes and extremes in weather. There is no place where it has thrived better or brought greater profits to the owners. The Holstein is favored and valued here because of its high dairy production, breeders claiming that the feed of the Holstein goes into the pail instead of on its back.

While the Holsteins predominate there are a number of notable herds of Brown Swiss of high breeding. Many fine specimens of the breed may be found here. It

and rain, as both have detrimental effect in the curing of the crop.

Monroe, regarded as the country's cheese capital as far as Swiss, Limburger and Brick cheese market is concerned, tells its own story of substantial growth and benefit from the cheese industry. Evidence of financial resources are offered by its banking institutions, fine schools and business blocks, churches, public buildings, residences, street paving, and other municipal improvements, all denoting enlightenment,



SILO FILLING TIME ON A GREEN COUNTY FARM.

is a strong, sturdy type, uniform in size and color and noted for rich milk.

Ayrshires are also bred here and sold in large numbers to outside buyers.

Most Green county soils are of limestone origin, contributing to the success of alfalfa growing. - Green county now has 29,000 acres of alfalfa, an average of 22 acres to the farm, the dairy farmers believing alfalfa to be the best crop that can be raised on the farm. Three and four crops are harvested in one season. It is profitable whether the season is wet or dry and feeding with silage the dairyman derives satisfactory results. White capped alfalfa fields are common in Green county since hay caps are used as soon as alfalfa is cut and cocked to protect it from the sun

and prosperity and progress. More than a score of large cheese store houses are located here.

Monroe was first settled in 1834, largely by New Englanders. Later another important element was introduced in the population by the arrival of the Swiss and Germans and whether by some happy chance of immigration or not, they were just the sort to fit into the scheme laid out by the Yankee founders, resulting in a mixture of ambition and conservatism that has made for progress and stability. While the farmers have been making money with the result that the city and county have been placed safely out of reach of panics or hard times, the city has neglected to develop itself industrially and offers advan-

tages as a location for commercial and manufacturing institutions.

One important element in country life counting for the success of dairying is the responsibilities placed upon the children. The children are fond of calves and grow up with the stock. Promising calves are frequently given to the children, who are happy in their ownership and thus in their youth they are inspired to become ambitious dairymen. Illustration of the interest of the young people was shown at the Green county fair in August when twenty-one boys and girls were competitors for premi-

there is competition with all other breeds represented by calf clubs of other counties, won five out of ten places. The first prize calf will be entered at the National cattle show at Waterloo, Ia., and at the International stock show in Chicago.

The Green county Holstein club exhibited 150 head at the Green county fair, which was considered a most notable exhibit for a county fair.

Green county with an area twenty-four miles square has a cheese factory to every three or four sections of land. The factories are largely co-operative now but



FUTURE DAIRY HERDS, GREEN COUNTY, WIS.

ums in the boys' and girls' Holstein calf club. All received premiums in cash and their section in the premium stock parade won the admiration of everyone. The calf club idea is promoted by the state Department of Agriculture as an educational feature and is carried on in the counties by the superintendent of schools. William Moscrip, noted Minnesota Holstein judge, in awarding first premium to a heifer calf, declared it to be the finest type he ever saw. Seventeen of the boys and girls were sent to the Wisconsin state fair in Milwaukee with their calves, the expense being donated by local banks and breeders, and

when the industry was new the wholesale dealers would operate strings of factories and made much money. The companies generally consist of eight to twelve farmers, having but few patrons who are not members. The employment of the cheese maker and sale of the product are in the hands of the company, which are the best indications of strict co-operation. Under another arrangement the building is owned co-operatively by the farmers, while the machinery belongs either to the maker or dealer, who conducts the factory and buys the milk under contract.

Since cheese has been coming into its

own with decreased foreign importations and new prices, these are also golden days for the cheesemaker. He is now generally paid on the percentage basis on grades, so that the more No. 1 cheese the factory markets the higher the salary of the maker. His share is figured out at the time the cheese is sold.

The industry has depended upon Switzerland for makers who have had training. Their income at the present time runs between \$4,000 and \$5,000 a year while some of the best in the larger factories make

Dairying is closely allied with stock raising, especially hogs which flourish on the whey from cheese factories. The farmers derive good profit from hog raising and the number of breeders of blooded swine is large with rapid demand for their stock.

The use of whey is not so general now as formerly as it now has commercial value, being saved and separated. The butter fat extracted is used in the manufacture of butter, producing a good grade of table butter known as whey butter. In experiments made by the University of Wisconsin

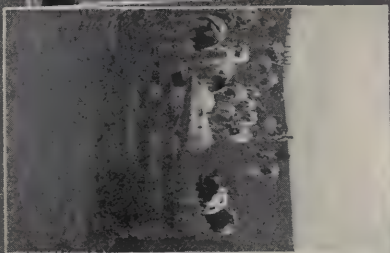


NOS. 1 AND 2 CREAM CONDENSERIES. NOS. 3 AND 4 COUNTRY CHEESE FACTORIES.

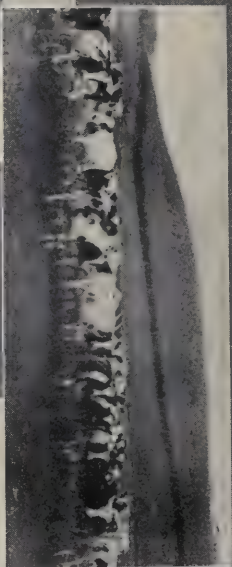
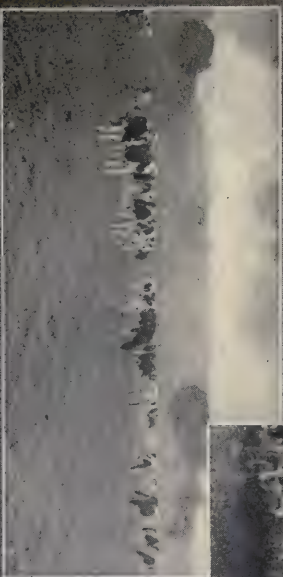
\$8,000 and \$10,000 a year. The cheesemakers as a class are thrifty and ambitious and their dream of the future is to become a dairy farmer. As he accumulates sufficient money he buys a farm of his own and stocks it. He either came here from Switzerland with his sweetheart or sends for her and thus another farm falls into capable hands. It is also the history of the territory to large extent that the sons succeed their fathers on the farm as the dairy farmer usually retires early in life with a competence for the future. The stock continues intact so that the business goes on without a break to disturb its success.

which first drew attention to this new source of income, the whey butter made so closely resembled creamery butter that it was difficult even for the expert to detect the difference. Separators are now part of the equipment in almost every factory. Whey butter cannot be sold in the state except under the whey butter label, but so well is it made that it closely follows the creamery butter price, being only a cent or two lower in the pound price. Local dairy butter is not to be had except during short seasons in the winter and early spring when cheese factories are not operating.

In this land flowing with milk it would



Dairy Herds.



Green County, Wis.



Typical . . .
Dairy Barns,
Green County
Wisconsin

not be supposed that there would be need for outside milk, nevertheless it is true that there exists here in Monroe actual scarcity of milk for the ordinary home uses. The retail market does not interest the dairy farmer and the city milk wagon routes have been discontinued almost entirely. Milk and cream from outside the cheese district have to be shipped in and is for sale at the markets, while in times of shortage condensed milk from other states is sold in

quantity. Condenseries here ship their product to warmer climates and in consequence their brands cannot be had in the north. Fresh milk sells at 12 to 14 cents a quart and cream at 40 cents a pint, which is no better than in communities not famed for their perfected dairy industry.

Breeding of the best horses was not neglected in the development of the dairy industry and Percheron breeding was adopted while many farming sections con-

tented themselves with scrub sires. The best Percheron stock may be found here.

The advantage of good roads in the business of farming was realized by the foresighted farmers and Green county was a pioneer in county highway construction under the state aid law in 1908. Since then a million dollars have been expended on the county's hard surface road system. Last year the county voted a \$3,000,000 bond issue providing for a \$4,000,000 concrete road system of 189 miles, showing enterprise beyond other counties in Wisconsin, this being the largest bond issue voted up to that time.

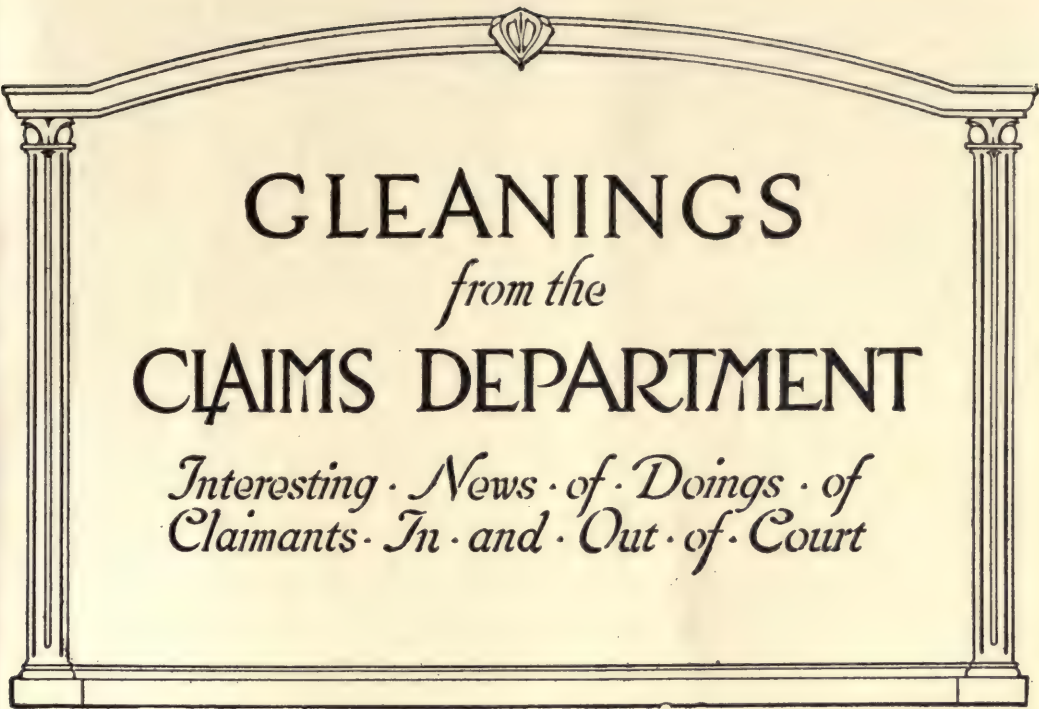
The automobile, truck and tractor have also made marked headway in the county. Green county is at the top of the list of counties in Wisconsin in the average per capita ownership of automobiles, having one automobile to every five people.

In 1913 the annual celebration of cheese day, an original idea, was advanced and four annual celebrations were held. Cheese sandwiches were made by the thousands and given away at public booths. The novelty of these celebrations and the elabo-

rate programs attracted wide notice with attendance as high as 40,000, a crowd far too large to be successfully handled in a small town, and the celebrations had to be discontinued.

An active element in the breeding, feeding and testing of dairy cattle in the county is the Green County Holstein Breeders' association, organized last February, since which time it has been making forward strides in advancing Holstein interests for the purpose of making Green county the greatest Holstein center in Wisconsin. The membership is made up of ninety-two breeders and it is thoroughly representative of the best breeding. A field secretary is employed. The first annual picnic was held on July 10, 1920, at Monticello with an attendance of 2,000 people. August 8 a farm boys' delegation from Louisiana was shown the county by the association. At the Green county fair in August the association put on one of the largest Holstein cattle exhibits ever shown at a county fair in the state. The association membership is sprinkled over the entire county and in time it is expected every breeder will be on the membership list.





GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

An Engineer Speaks

By Engineer J. E. Walraven, Centralia.

In the course of an investigation recently, I made mention of a test I had made as to how far the view of an engine man was obscured by the engine itself.

The case was a personal injury, the person being fatally injured. I know positively the track was clear so far as my view was unobstructed.

On arrival at Centralia I made a test at the roundhouse. A point on the outside rail of our track was selected, this point just in view of the engineer sitting in the center of the seat box and looking directly ahead. I stepped off the distance and it measured approximately 180 feet. The center of the opposite track would be obscured for about 200 feet. Over the right running the view was cut off at about 40 feet; on the left side about 80 feet. This means that a person of average height would be invisible over the running boards at a distance of from 40 feet to 80 feet.

Since then I have made the test with the larger type of engine, the 1145 and 1158 class. The view over the running board is cut off at about 100 feet. The opposite track is obscured from 500 to 600 feet.

These conditions mean that for the above mentioned distances the engineer is powerless to see anything, no better than blind. They also emphasize the importance—the necessity—of having two pairs of good eyes always on the alert and in their right places, on the left and right sides of the engine. We have stations where on local passenger runs the engine stands just to clear the crossing. If the fireman is putting in fire when the engine is started, the engineer cannot know if the way is clear. He is absolutely blind as to the left side of the engine for a distance of from 200 to 600 feet. Not only in this particular should care be taken, but in passing through towns the fireman can and should arrange the fire to carry the train through the limits and keep a sharp lookout ahead. The practice of some firemen of coming over to the right side when approaching platforms on that side is absolutely wrong. Accidents, even fatalities, have occurred on the left side and the engineer knew nothing of them until informed.

To show the value of a sharp lookout on left side, just one incident from my experi-

ence: A few years ago on a bitter cold morning I was pulling No. 224. Approaching Centralia and running at a high rate of speed, my fireman, who possessed the splendid quality of watchfulness, yelled out, "Hold her!" I made instant emergency application and then saw a heavily loaded coal wagon passing over the crossing, the driver lashing the horses. The hind wheel of the wagon just cleared the pilot. The slight retarding of speed by the air application made it possible for the wagon to clear.

Three factors entered into this prevention of accident: the quick perception of danger, the sharp word of warning, the instant action on the warning. The absence of either and human life would have been snuffed out, property destroyed and possibly the train derailed, for it was a heavy wagon and loaded to capacity with coal.

Was not his watchfulness richly rewarded? The necessity of the fireman remaining on the left side and keeping a sharp lookout cannot be over-emphasized.

But notwithstanding all the care of the engineer—and they as a body are highly trained and faithful in observance of rules—notwithstanding all the safety precautions employed by the company, the amazing ignorance of the general public, the startling indifference and asinine chance, taken by autoists, render all the care and precautions of little value.

All enginemen will agree that never was it so difficult to avoid accidents as at present. The auto seems to be responsible for most of the almost criminal carelessness. The average auto driver thinks because he has something fast he can take chances and pass over ahead of an approaching train.

On a double track, to pass over without knowing both will be clear is the height of folly. I have seen many times autos approaching after I had switched on the headlight and started the bell and commenced to move. They would dash across, just clearing the pilot, absolutely ignorant of what was doing on the other track or tracks. This occurs frequently at Carbondale. Unless they possess the gift of second sight, or, like Sam Weller, "have a pair of double millyun magnifying gas microscopes of hextra power" they cannot know the way is clear.

Especially dangerous is the practice of dashing across just as the rear of a passing train clears on double track.

What can be done to reduce the number of accidents at street or road crossings?

One of the late General Officers of our Company is reported to make the suggestion to "place a man at each crossing and kill all the d—n fools that come along."

No question but what that would be effective "eventually, if not now," but it would necessitate the reopening of the am-

munition plants, and would require the legal and claims departments to work, as Mr. Lindrew says about the pop valves sometimes, "work over time."

For myself, it seems as if the only remedy lies in education, in the continued efforts to make the public understand the necessity of "Stop, Look, Listen!" "Stop, look and listen" in each direction and then pass over quickly.

I would suggest that the principal papers over our territory set aside a column or corner devoted to "Safety First." Let articles be written by railroad men of different branches dealing with the danger from different angles of view. Let letters also come from the public. From the general discussion may come the greatly-to-be-desired caution. Any improvement in the saving of human life I am sure will be heartily welcomed by the engineers in general, and the writer of this in particular.

THEN THEY MIGHT STOP

The cross-arm signal to "stop, look and listen" has failed, according to Claim Agent Charles D. Cary of Kankakee, who contributes the suggestion that about the old "stop" sign at each railroad crossing be strewn the wreckage of vehicles which have been turned into material for the scrap heap by the failure of some driver to obey the solemn warning which marks the intersection of the rail and high roads.

"I recommend that the 'stop' sign be strewn about with these derelicts to which fate has given us possession, so that pillar of piety may be entwined with the physical specter to which pernicious unconcern gives rise," exclaims Mr. Cary.

"Some writers have suggested the crossbones, and some would dignify the location with a skull, but this is all sordid garbage to the average 'careful driver,' whereas dangling irons, demolished and shredded wheels and cushions are a fulfillment."

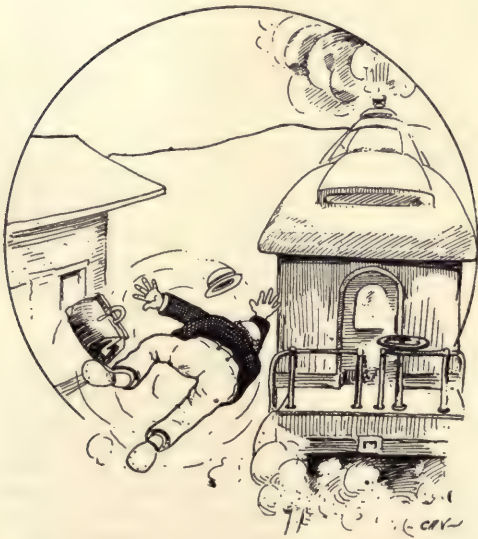
Mr. Cary might have added that the scene might not have to be reduced altogether to the sordid aspects. Considerable art might be used in arranging the "display" at each crossing, varying the "exhibits" at the various stations encountered by a motorist along a single trail. At one crossing the wreck of a certain widely-known brand of car might be left on end, panting, its nose in the dirt. A mangled wheel draped from each arm of the warning-post might add to the artistic effect. An assortment of carburetors, steering-wheels, differentials and fan belts might enliven the scenery.

And the assembled portions might serve the purpose where the cross-arm signals have failed.

THE TALE OF A DOG

Within the town of Kosciusko, Miss., there lives one A. A. Lowenberg by name, a merchant prince, owner of broad acres of land, many fine horses, et cetera. Among other chattels possessed by Lowenberg was a certain "houn daug" of the female variety to which he had become very much attached through many months of companionship in hunting native game. It is said by some that this dog was one of almost human intelligence and was well trained in following the trails of wild cats, coons and possums; while others have slandered the canine by saying that she was nothing more or less than an old time "pot-licker." During an unfortunate moment, Lowenberg's dog attempted to cross the railroad in front of a rapidly moving passenger train, which showed bad judgment, of course. Result: They buried the dog where she fell.

Lowenberg brought suit for \$100, lost his case in court, and must pay the costs of the trial. But there are many dogs in Attala County just as good as the dear departed.



LEARNING BY EXPERIENCE

Jim Jones was a traveling man, knew the dismal dingy corners of a cross-roads hotel, knew that many steaks served for him would have served better as a barn hinge, knew the time limits of trains at a small town, knew he had to have a ticket, knew that to try and board a moving train for a man of his experience was a conceit adorned with many hazards; but Jim Jones was late

this day, and wanted to get on the worst way, and seemingly tried to get on about the "worst way" too; Jim Jones didn't see anybody else try to get on just as he did, but Jim Jones was willing to risk it just this one time; so Jim grabbed at the rear end, then something seemed to grab at Jim's rear end, for Jim's attempt reminded one of the sea lion trying to get down off the rocks so far as skill and wit was concerned in getting on.

As a final conclusion, when Jim got up he said:

"Gentlemen, I now feel much as did the man when the mule kicked him; I may not look quite so neat and nifty, but I know a d—d sight more."

WILLING TO HELP

Claim Agent F. F. Munson of Memphis, Tenn., has just received a letter which demonstrates the willingness of fair-minded business men to co-operate with the Illinois Central in preventing personal injuries and loss of life.

Mr. Troy McCall, a young man employed by the J. T. Fargason Wholesale Grocery Company at Covington, Tenn., had made a practice of alighting from the moving train as it reached a point opposite his place of appointment, to save several steps from the station. The incident came to the attention of Special Agent George Royan at Fulton, Ky., who referred it to Claim Agent Munson. Mr. Munson wrote a letter to the young man's employers, asking their co-operation in lessening the danger of accidents, and within a few days received a courteous reply, informing him that the incident had been investigated, the young man had been interviewed and the practice had been stopped.

An excellent example this forms of the great advantage of using preventive measures. Not only are Messrs. Royan and Munson to be congratulated for the manner in which they handled the matter, but the young man's employers, and Mr. McCall himself, are deserving congratulations for the spirit they displayed.

AMBULANCE CHASING

The Supreme Court of Illinois, in a recent case, referring to the practice of solicitation of personal injury cases by attorneys, says: "... Such conduct by attorneys is reprehensible in the extreme, and no court should recognize for a moment their right to recover fees under such circumstances. An attorney who stirs up or secures litigation in that manner ought to be disbarred. Any conduct of an attorney at law that necessarily tends to bring discredit upon his profession and upon the courts is an abuse

of the privilege secured to him by his license. The grant of a license to practice law is on the implied understanding that the party receiving it shall in all things demean himself in a proper manner, and that he will abstain from such practices as cannot fail to bring discredit upon his profession or upon the courts."

Unfortunately there are quite a number of lawyers in Chicago who indulge in the practice of "ambulance chasing." An article appearing in the May number of the Illinois Central magazine called attention to the activities of this class of lawyers.

The State of Iowa, recognizing the harmful effects upon its citizens of this vicious practice, passed, in 1917, a statute making it unlawful for any person to seek or solicit the business of collecting any claim for damages for personal injuries sustained within the State, or to promote the prosecution of a suit brought outside the State in cases where such right of action rests in a resident of Iowa. This statute however has not deterred the greedy personal injury lawyers located at St. Paul and Minneapolis from combing Iowa, through their solicitors and agents, for the purpose of securing such personal injury cases. There is more than one way to skin a cat. To get around the Iowa statute the solicitors induce the injured person or the representative of a deceased person to move their residence to Minnesota, after which an action is brought in that State against the railroad.

One of the means by which solicitors learn of an accident occurring on a railroad is a clipping exchange. This exchange, upon subscription, furnishes a daily report of accidents on railroads, the information being taken from the local newspapers. If a case looks attractive these attorneys immediately dispatch one of their runners to see the injured party, or the representative of a deceased person, and they depict in glowing terms the advantages and benefits of a suit in Minnesota. If they succeed in "hooking" a victim he is required to sign a contract in which he agrees to pay over to the attorneys one-third or one-half of any amount that may be recovered, thus signing away in advance a portion of any rights that he may possess.

Another manner in which notice of an accident is received is through a "tip-off" man; that is, through a co-operative arrangement with a disloyal employee at some large terminal who promptly advises them of an accident. If they succeed in landing an unfortunate the "tip-off" man shares in the spoils.

The employees of the Illinois Central, however, are pretty well informed as to the activities of these "shysters," and it is very rare that one who has been unfortunate enough to become injured is beguiled into

signing away his rights. They usually prefer to deal directly with the Company.

In view of the language used by the Supreme Court of Illinois, it would seem that some action would be taken by Bar Associations to purge their ranks of the attorneys who indulge in the disgraceful practice of soliciting personal injury cases, and thus uphold the standard of the legal profession and the courts.

I'LL SAY HE DID

It is very difficult to perceive the financial motive that would actuate any intelligent and thrifty Champaign County, Illinois, farmer, progressing under modern ideas of frugality, to immediately thrust his small claim for a fire loss into the lap of attorneys before exhibiting the slightest effort of his own to collect his account. Did he hold a note for the same amount against an individual whose ability to respond was somewhat dubious, he would make some initial effort before handing the same to the technique of a collecting agency.

About Aug. 1st a certain farmer in Champaign County, Illinois, sustained the loss of 14 shocks of oats. On Aug. 2nd he placed the claim of \$14 with a law firm of Champaign to collect. On Aug. 3rd the Illinois Central allowed the claim as presented, advising them that it was believed the claim was fair and reasonable.

For this heroic service it is said the farmer was charged the sum of \$10 as collection fees, and delightfully exclaimed:

"D—n 'em, I made 'em come across."

ON ACCIDENT PREVENTION

The following are excerpts from an address delivered by Mr. Avery Johnson, of Delphos, Kan., section foreman of the Union Pacific:

"It is the general opinion that one-half of the accidents in the United States are preventable, and that a conservative estimate of the annual number of accidents which result in the death or partial or total disability of the workman may be placed at or near the half million mark. Reckoning the wage earning capacity of the average workman at \$800 per annum, we have to consider a social and economical loss of \$400,000,000 per year. This does not take into account the high salaried and professional men killed in the fields of American industry. Neither do we take into account the untold suffering of the injured nor the sorrow and hardship inflicted on the families of the killed or injured. These figures are purely commercial, the method by which the commercial world figures its losses or gains—that of dollars and cents. The suffering and sor-

rows of the injured cannot be estimated by that rule. There is no way by which society can say, 'This man is worth so many dollars or that one such and such a sum.'

"The life of any individual cannot be measured by the gauge of the dollar sign, and be he great and powerful, or of the lowly and humble walks of life, there is nothing that is worth so much to society if it be not a group of these self-same individuals.

"Each year we spend large sums of money in conserving our natural resources. We take care of our trees; we see that our fish and game are protected; we keep our lakes and streams well stocked with fish; we care for our highways, spending millions on them yearly; yet there is one thing—the greatest of them all—which we have failed to take into consideration and which we are just beginning to think worth while as a permanent asset to the nation—the workman and his family.

"There is just one thing that is responsible for most of the accidents, and you all know what it is—carelessness on the part of someone.

"Let us form careful habits. Safety rules are fine; safety habits are best. Habits are safer than rules; you don't have to watch them, and you don't have to keep them either—they keep you. If we sow carelessness we reap accidents, and the earlier in life we form safe and sane habits, the better. Just so with our railroad life; we should begin early, and it will become second nature to go about our work in a safe and sane manner.

"One thing in regard to safety which can become a mighty influence—the so-called safety committee, composed of men of the various departments who go around periodically and investigate conditions in all departments. I believe they should go one

step further. Besides investigating safety devices they should make it their duty to question workmen and obtain suggestions as to what they think about certain safety devices and where they could be improved. Literature should be printed and circulated among the workmen, and I do not believe it would be a very great loss to the company if time was taken from the regular working hours to discuss and make clear such things as tend toward 'Safety First.'

"I do not believe some of the Safety First signs are of the right nature. I believe they should be more emphatic. They should be of such a nature as to command rather than suggest. The command 'Halt!' is better than the suggestion 'lookout!'"

A FIREMAN MERITS PRAISE

As train No. 7 was approaching Odin, Ill., June 29, Fireman E. C. Hamilton, when some 800 feet from the crossing, observed a large truck being driven towards the crossing. Unwilling to sit idly by and note results, and knowing the engineer could not see the approach of the truck, he stepped down off the seat, went to the engineer and notified him. The engineer responded instantly by sounding the whistle, and the fireman returned to his post, to warn, if possible, the drivers of the approaching machine. The combined efforts of the two men were unavailing to avert the catastrophe.

Fireman Hamilton is to be congratulated for the attempt he made, although futile, to avert the tragedy. By grasping the situation and taking the initiative, acting with splendid decision, he made it possible for the engineer to give the alarm at a great distance from the crossing—an alarm that was heard by all except those blind to their destruction—and enabled those men to convince a jury that the engine crew was in no wise to blame for the accident.

Fine Record of Engineer Leach

Engineer M. A. Leach, running between Memphis and Gwin on the Memphis Division, has established a very creditable record and I believe that use should be made of this information as an incentive for other engineers to exercise more care in the handling of their engines so as to get more mileage between general repairs.

Engineer Leach ran Engine 983 in freight service from March, 1918, to July, 1920, a distance of 106,467 miles and during this time did not have an engine failure.

This is far greater mileage than we usually get out of our engines in freight service and Engineer Leach deserves much credit for the performance.



Beautify the Right-Of-Way and Add to the Attractiveness of a Trip Over the Illinois Central and Allied Lines

Note the picture on opposite pages and see what Section Foreman Rubin of Moweaqua, Ill., has done along these lines. Every section foreman and agent can do just as well if he will.

Read this, then read what Mr. Ruben did. The time has come when men who desire to achieve success in any career should begin by learning what the experience of others has to teach.

The saving of waste is the most important element in this modern life.

A laboring man in any profession has but his labor for sale. The law says he may labor eight hours per day. There are twenty-four hours in the day. After your eight hours labor how are you spending the remaining?

If your time is wasted your earnings are wasted. There are men of excellent ambition with whom it is an inspiration to achieve success.

They are the leaders and we who are possessed with lesser knowledge should give place to their system which provides opportunities for our success.

We should develop their method of procedure and experience and become a useful foundation upon which to build the experience of the individual.

The Illinois Central offers its right-of-way lands to all employees who will cultivate the soil. It is the best of the soil in community which it runs through, as it has had less cultivation than the fields adjacent.

Suppose you had a lot or a farm—you had to fence, rent or pay taxes on it? The problem would be different. There is no criticism to offer. The railroad is doing more than its part. They fence and pay taxes on thousands of acres, whose undeveloped waste lies idle and awaits the strength of millions of hours of human energy to be applied in resourceful development.

This conception will create a new class of men, if you will fall in line, and learn its true meaning, carry out and co-operate

with us. You will not only benefit yourself, but make an important contribution to the stability of commerce, and strengthen the principle necessary to lay a broad and firm foundation for intelligent activity in our modern business world. Are you with us? If you are come to the right-of-way.

WHAT MR. RUBIN ACCOMPLISHED. Cows. (2)

Proceeds from sale of butter.	224
lbs. @ 50c a lb.	\$112.00
Butter for family use, 56 pounds.	
Sold two calves for \$13.00 each.	26.00

Total \$138.00

Hogs. (10 head)	Value, \$165.00
Sold 24 pigs, 5 weeks old for \$10.00 each	\$240.00

Keeping 3 hogs for own meat and 7 for sale.

Chickens. (175)	Value, \$175.00
Sold 132 dozen eggs @ 40c a dozen	52.80

In addition to these, Foreman kept sufficient eggs for family use.

Geese. (5)	Value, \$10.00
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These geese took first prize at Poultry show, Moweaqua this spring. No eggs sold. Kept them for family use.

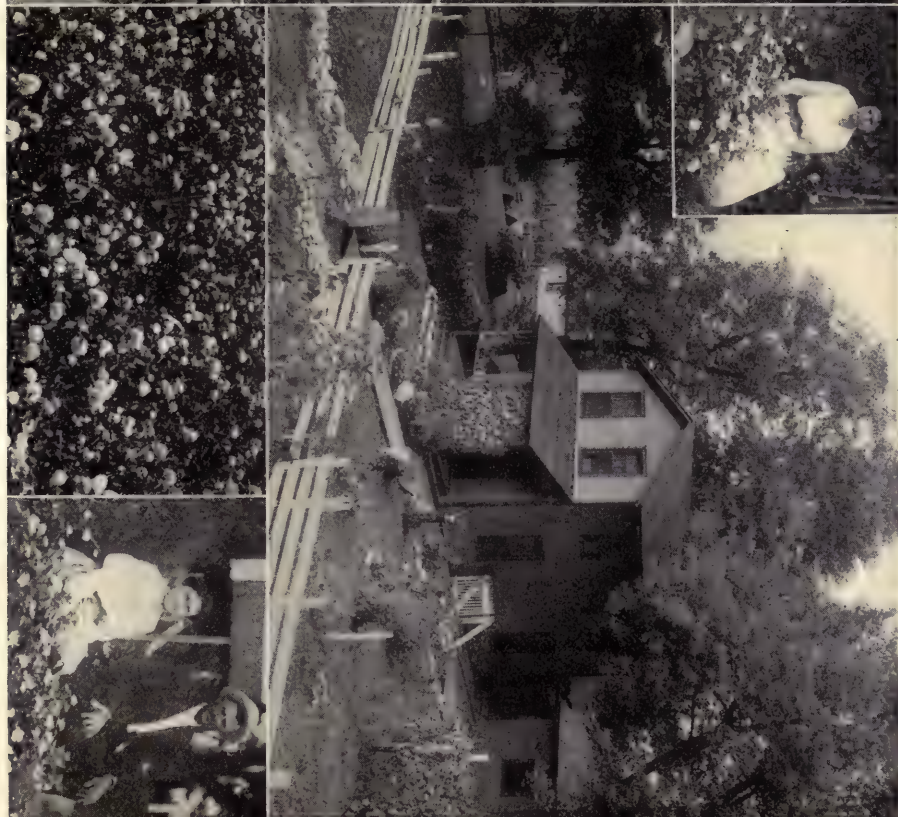
Foreman Rubin has a truck patch and raised enough potatoes, cabbage, tomatoes, onions, beans, pumpkins and strawberries for family use. There is also a grape arbor at this section dwelling and vines bear 600 pounds of grapes this year.

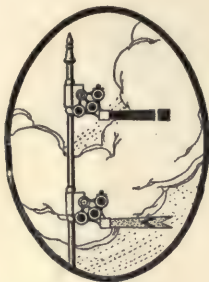
Summary of amounts realized from sale of pigs, butter, eggs, etc.

Butter	\$112.00
Calves	26.00
Pigs	240.00
Eggs	52.80
	<hr/> \$432.80

Average income per month..\$ 61.54

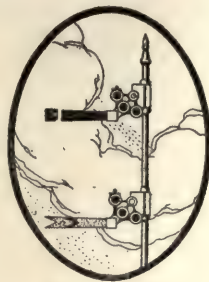
From the above it will be noted that the foreman has realized a sum of \$432.80 during the months in question in addition to having enough produce for his own table.





SAFETY FIRST

*Office of
Chairman, General Safety Committee*



Pointed Paragraphs

"If you lead in SAFETY, others will follow.

"Safe business and permanent SAFETY must necessarily depend on the good sense of our employes.

"Sympathy calls for SAFETY. It is not necessary to limp when others get hurt, but it is your part to pass them a staff. Whom have you helped today?

"SAFETY leads us along certain routes and encourages us to take the safest route.

"Work hard for SAFETY. It is the best investment a man can make.

"Cultivate SAFETY from every angle and good results will follow.

"High speed in thought as well as action is interesting and thrilling, but exceedingly dangerous."

Purchasing & Supply Department

Cars! Cars!

By E. S. Shapland, Division Storekeeper, Waterloo, Iowa

Much has been written on the subject of prompt releasing of cars. Everyone on the railroad who has to do with releasing of equipment containing company material understands the importance of this matter.

Equally important, to my mind, is the prompt movement of company material from point of shipment to destination. It is sufficiently important to warrant serious consideration by all concerned.

After a car is loaded, whether with revenue freight or company material, it should be the business of those handling the movement of the car and those supervising the movement to reduce the number of hours under load to the lowest possible minimum.

It is highly important that company material, after being loaded, be kept moving to destination. The cars are needed for reloading and the company material for making repairs to equipment so that bad order cars and engines in shop can be returned to service. Cars of company material should not be allowed to accumulate on side tracks to give preference to movement of revenue freight for usually, as a consequence they will finally go to destination in a bunch in which case the store department force is not always prepared

or able to release them within twenty-four hours and some of the cars must go over until the following day.

After the arrival of company material cars at destination there should be as little delay as possible in switching to spot for unloading.

Before loading scrap at outlying points for shipment to Division Storehouse for sorting I believe that Division Storekeepers should be notified so that necessary arrangements can be made for prompt handling.

It frequently happens that several cars of important material are received on a certain day, cars possibly containing material for which equipment is being held and in addition there may be cars to load with material for important bridge, building or track jobs at other points. Such a situation plus the simultaneous arrival of a few cars of scrap, forwarded from some other point to Division Storehouse for sorting, seriously handicaps the prompt releasing of equipment and the scrap cars are consequently subject to delayed handling, whereas, had the parties loading same conferred with Division Storehouse prior to loading and shipping, other arrangements might have been made.

Not His Job

"I'm not supposed to do that," said he,
When an extra task he chanced to see;
"That's not my job, and it's not my care,
So I'll pass it by and leave it there,"
And the boss who gave him his weekly pay,
Lost more than his wages on him that day.

"I'm not supposed to do that," he said;
"That duty belongs to Jim or Fred,"
So a little task that came his way
Which he could have handled without delay
Was left unfinished; the way was paved
For a heavy loss that he could have saved.

And time went on and he kept his place
But he never altered his easy pace,
And folks remarked on how well he knew
The line of tasks he was hired to do;
For never once was he known to turn
His hand to things not of his concern.

But there in his narrow rut he stayed
And for all he did he was very well paid,
But he never was worth a dollar more
Than he got for his toil when the week was
o'er;
For he knew too well when his work was
through
And he'd done all that he was hired to do.

If you want to grow in this work, young man,
You must do every day all the work you can;

If you find a task, though it's not your bit,
And it should be done you take care of it,
For you'll never conquer or rise if you
Do only the things you're supposed to do.
—Unknown.

Things We Should or Should Not Do

Winter is coming on when, on account of heating, fire hazards should be watched closely.

How about your water barrels? Are they well salted to prevent freezing.

Get all materials which are outside oiled before the snow covers them.

Are your windows well washed? We are coming to the time when days are short and should take advantage of all the daylight we can get.

In reclaiming material from scrap watch closely to see that labor is expended only on material which will be used again after reclamation.

See that your mechanical facilities are kept in perfect condition, they are labor savers and should be treated as such. A warehouse truck or even a wheelbarrow if it is not kept oiled will lose the efficiency of one man in a few days.

Nearly every tool house has a few battered track chisels, claw bars or wrenches being held for repairs. These should be kept moving back to the nearest Storehouse where they may be repaired and returned to service and save buying new ones.

Tie Plates and rail joints are expensive and are easily lost in the weeds or covered up with ballast if allowed to remain scattered along the line. Take care of them and you can save a day's wages each week.

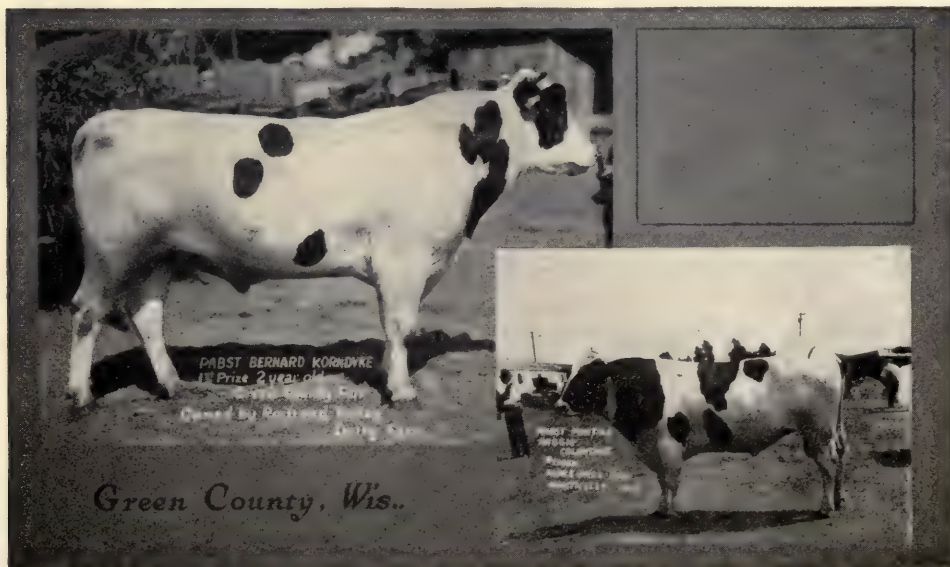
Don't be afraid to help the other fellows. Recently four laborers were seen standing around watching another try to start a heavy truck load of material. A hand given by any one of them would have saved money.

Don't overlook the safety principle in your work. The car repairer who applies a defective grab iron may kill a man a thousand miles away.

Remember that the responsibility for your actions remains after the act has been performed. Do not try to evade it. The man who can always successfully prove an alibi may some day be unable to prove that he is doing anything.

Release cars promptly—this subject is not new but it deserves more attention now than ever before.

Good bye—will see you in the November issue.





Service

The Koupet Auto Top Co., of Belleville, Ill., has this to say relative to Illinois Central service:

KOUPET AUTO TOP CO.,
Formerly
Heinzelman Bros. Carriage Co.

Belleville, Ill., September 13, 1920.

Mr. C. H. Markham, President,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Sir:

We received a letter recently from your local agent, Mr. J. J. Heidinger, enclosing pamphlet addressed to "Our Patrons."

We acknowledge receipt of this pamphlet and wish to say that the service that your company has given us in Belleville has been strictly first class. Our relations with your company, particularly through Mr. Heidinger, of our city, and his efficient corps of assistants, has been perfect from every standpoint. They co-operate with us in every way and we have no complaint to offer whatever.

Thanking you for giving us an opportunity to express our appreciation for the way you have handled our business, we are

Yours very truly,

KOUPET AUTO TOP CO.,
E. G. Heinzelman,
Secretary and Treasurer.

The following correspondence is illuminative of the service that the Illinois Central is rendering its patrons:

P. M. Faucett

L. Shulhafer

Telephones: Office, Main 169, 188; Garfield 1264, 1782.
Residence, Main 2059, 166.

ISAAC H. FRENCH & CO.

GRAIN BROKERS.

312-314 Lincoln Building.

Members:

Chicago Board of Trade.
Illinois Grain Dealers' Association.

Champaign, Ill., September 4, 1920.

Mr. J. T. Stanford, Trainmaster,
Illinois Central Railroad,
Champaign, Ill.

Dear Mr. Stanford:

Please note the enclosed communication from New Orleans which reports an example of your traffic efficiency.

Your good traffic service, prompt adjustment of all claims, along with the courteous and able service rendered by all department employes make it both profitable and a pleasure to patronize your road.

Very truly yours,

P. M. Faucett.

E. A. Leonhardt

PAUL R. KALMAN CO., INC.

Paul R. Kalman

Successors To

A. F. LEONHARDT & CO.

Grain and Hay.

Members:

New Orleans Board of Trade.

Grain Dealers' National Association.

National Hay Association.

New Orleans, La., September 2, 1920.

Messrs. I. H. French & Co.,
Champaign, Ill.

Gentlemen:

Replying to your favor of August 31st requesting information regarding the three cars of corn purchased from Savoy sometime ago. We beg to advise that these three cars of corn were purchased through you on July 22nd, and forwarded from Savoy, Ill., in cars S. F. 127786, C. G. R. 552558 and G. T. 105634 on the same date. On the morning of July 27th we received a letter from you inclosing confirmation of this purchase. Shortly before noon we received notices from the railroad advising us of the arrival of these cars, and about noon the bank presented the drafts with bills of lading attached covering these shipments. In other words, the cars reached New Orleans as fast as the documents, and while the cars were only in transit five days from Savoy, Ill., to New Orleans, it took two days to have the shipments unloaded in the elevator after arrival here. If the railroads could only continue to make deliveries as in this case, we believe there would soon be an end to the car shortage.

Yours truly,

Paul R. Kalman Co., Inc.

Showers Brothers Co., of Bloomington, Ind., are certainly good patrons and Agent Pleasants, at that point, and the division officials of the Indiana Division are worthy of praise:

Bloomington, Ind., August 31, 1920.

Mr. C. G. Richmond, Superintendent,
Stations and Transfers,
Chicago, Ill.

Dear Sir:

Showers Brothers Co., of Bloomington, Ind., loaded during the month of August 56 cars of less than carload furniture to break bulk on connecting lines, and 48 cars to break bulk at transfers on the Illinois Central Railroad, as follows:

	Cars
To C. M. & St. P., via Chicago, Ill.....	12
C. R. I. & P., via Chicago, Ill.....	1
C. & N. W., via Chicago, Ill.....	1
C. B. & Q., via Peoria, Ill.....	1
C. I. & W., via Indianapolis, Ind.....	3
P. C. C. & St. L., via Indianapolis, Ind.....	2
L. E. & W., via Indianapolis, Ind.....	36
	— 56
To Break Bulk At:	
Fordham, Ill.	24
East St. Louis, Ill.....	3
Chicago, Ill.	7
Mounds, Ill.	5
Indianapolis, Ind.	9
	— 48

During this period they also loaded in carload lots.....137 137

Grand Total241

Yours truly,

C. R. Pleasants, Agent.

Chicago, Ill., September 2, 1920.

Mr. W. S. Williams:

The following letter, dated Joslin, Ill., August 26, 1920, from Mr. Omer Amundson:
 "The enclosed pamphlet came to my attention today. I have been on the racing circuit for a number of years; traveled extensively during racing season with from one to four horses, making fairs.

"I wish to assure you that I take pleasure in advising you that the treatment given me (as well as all the patrons leaving Galena via the Illinois Central after making that fair) last week, received from your most accommodating agent, Mr. Day, could not be better.

"When I arrived at Galena, he met me at the car, instructed me to the office, and while I was in the office he had a transfer man loading my outfit and in thirty minutes I was at the fair grounds. On Tuesday he came to the grounds, called on each horseman and concession stand, assuring all that he would be back later in the week to take care of all and not to worry about getting out of Galena.

"The Fair Association had bad luck on account of rain, therefore the fair was held over until Saturday. Knowing the shortage of cars we were all more or less anxious about our movement out Saturday and Sunday. I personally was told by the Fair Commission not to worry; that the Illinois Central had an agent who would take care of all of us in fine shape. Sure enough Saturday afternoon he made the rounds, informing each of us that we could come to the Illinois Central any time Saturday night or Sunday and that he would gladly take care of us.

"I called at the Illinois Central freight house late Saturday evening. He was on hand and billed me out, also other people, loading into about ten cars. He explained to all just when they would leave. He instructed me and the balance of stock men to be loaded by 9:00 o'clock Sunday morning; he would move us by 10:00 o'clock.

"I don't think he knew a one of the party moving out, but before we left he came to each of the seven cars and inquired if we were all set, shook hands, thanked each one, bid us good-bye and good luck. I think it is the duty of each patron to let the high officials know of such courteous treatment rendered the public and I take pleasure in answering your little pamphlet."

We are pleased to get such reports about our agents, and think Mr. Day should see what Mr. Amundson has written.

A. E. Clift,
 General Manager.

Car Efficiency

The surest way to reduce car shortage is to load and unload promptly, and return empties without delay to loading points.

The following instances of prompt handling were largely contributory to the phenomenal average of 44.21 miles per day on the Illinois Central Railroad for cars of all classes in the month of July:

Agent R. B. Smith, Palestine, Ill., reports as follows:

Cars I. C. 87700, I. M. 60433 and M. P. 29709 gravel arrived and spotted for unloading August 27th, 8:00 A. M., all released at 4:00 P. M., August 27th. These cars were for the same consignee. Also cars Frisco 77213, I. C. 90749, C. & A. 40592 and I. C. 93593 were spotted for unloading at 7:00 A. M. All these cars were for the same consignee and will all be released by 5:00 P. M. same day. Car C. & N. W. 89844 flour arrived and spotted at mill for unloading. About 7 o'clock same day Miesenhelder Bros. unloaded this car of flour and reloaded the same car south way with 100 barrels of flour and gave us billing for it at 3:00 P. M. This car was unloaded and reloaded in 8 hours. Also this firm released a car of coal in 8 hours after it was spotted for unloading and had to truck all of it. Now this is not any record breaker, but do think we deserve a little credit.

The agent at Benton advises:

I. C. 91657, car of sand, for C. W. & F. Coal Co., arrived at Benton at 8:00 A. M., September 1st, placed in mine for unloading, was unloaded and reloaded with coal and ready for movement at 6:00 P. M., same date.

The agent at Monticello reports:

On September 9th we received car D. L. & W. 6524 loaded with 13,000 pounds of cheese on No. 291, which arrived at 12 o'clock noon. Car placed at 12:10 P. M., cheese

unloaded and 20,000 pounds of cheese loaded in car and forwarded on No. 292 at 4:50 P. M. We received haul both in and out of this station and no delay to car.

The agent at Galena, Ill., says:

"C. & W. C. 1724, Dubuque to Galena, merchandise, and Soo Line 17844 C. & N. W. transfer car moved into Galena early morning of September 2nd and at 8:00 A. M., same morning, cars were made empty, goods in stores ready for sale and all patrons at Galena well satisfied with service. We immediately had one of the empties sent to the Galena Manufacturing Co., loaded that date, and was ready to move to Chicago in the afternoon. The other car was loaded at the C. & N. W. station with 7,000 pounds of meat for Dubuque and left there on Train 91 at noon, September 2nd, both cars moved into Galena under load, were made empty, reloaded and went forward within a spread of nine hours."

Superintendent Atwill, of the St. Louis Division, reports as of September 7th. Co-operation between agents, yardmasters and dispatchers, such as is evidenced in this case makes one car do the work of three. St. Louis Division officials and employees are to be congratulated:

Eight loads of coal loaded at Hallidayboro today were pulled out and forwarded at 11:40 A. M.; 22 loads at Duquoin moved at 2:20 P. M.; 14 loads at Duquoin moved at 3:20 P. M.; 14 loads at Duquoin moved at 4:00 P. M.; 46 loads at Herrin moved at 4:30 P. M. Two engines standing at Eldorado ready waiting for today's loading and a number of engines enroute to Benton, Herrin and points on the St. Louis Division at 4:00 P. M. to get the coal loaded today.

Superintendent McCabe, of the Minnesota Division reports:

I. C. 172718 a grain box car loaded with merchandise at Dubuque on September 13th to break bulk at Julien and run out at Farley. Local train took same to Winthrop where it was spotted at 1:15 P. M. the 14th, started loading at 1:17 P. M., loaded and billed at 5:30 P. M., and moved with a load of grain on night local, same date.

Great credit for this prompt movement is due to the agent and local freight crew.

Agent Kelly, at Minonk, Ill., advises as follows:

Car N. Y. O. W. 6248 coal arrived, train No. 152, at 5:00 A. M. Sept. 18th. Was spotted at 9:50 A. M., made empty at 11:35 A. M., moved out of town empty in train No. 195 at 12:50 P. M. In town 7 hours and 50 minutes, unloaded in 1 hour and 45 minutes from time spotted and moved out in less than 2 hours after made empty.

Winthrop

"L. N. 64357 coal car loaded with coal from Benton, Ill., received Winthrop midnight train Sunday night, August 15th, placed August 16th, 10:45 A. M., car made empty and released 5:00 P. M., August 16th out on night local same night."

Waterloo

"C. B. & Q. 188644 containing coal consigned to the Artificial Ice and Fuel Co., received from the C. G. W., at 4:00 A. M., August 21st, was placed to consignee's shed at 4:10 A. M., same date and was made empty at 11:00 A. M., same date. Empty was taken out of the consignee's yard and switched to our upper train yard at 12:00 noon on same date."

Council Hill

"C. & E. I. 39985 empty box received on train 92 at 2:45 P. M., August 19th, placed for hay loading same time, finished loading at 4:45 P. M., and car picked up by Extra 1526 west at 7:30 P. M., same date; loading time 2 hours; awaiting movement, 2¼ hours; total time from arrival of empty car to forwarding this load was 4 hours and 45 minutes."

Dubuque, Iowa, August 25, 1920.

ALL AGENTS, YARDMASTERS AND CONDUCTORS:

I am giving you below a statement showing what was accomplished on each Western Line Division, Saturday night, Sunday and Sunday night in the way of unloading cars:

Division	Commercial Coal	Company Coal	Lumber	Miscellaneous	Merchandise	Total
Wisconsin	35	21	1	6	32	95
Minnesota	55	41	3	21	0	120
Iowa	17	20	2	9	13	61
Total	107	82	6	36	45	276

You will observe that the Minnesota Division did very well. Out of a total of 276 cars released on Western Lines we released 43 per cent of them and out of a total of 189 coal cars released we released 96 or 51 per cent which was very good, indeed.

I want to congratulate each of you on the manner in which this was handled and the co-operation we received and assure you that the efforts put forth to bring about such a good showing are very much appreciated by the management. Continuation of this effective manner in handling equipment will insure Western Lines doing their full part in helping the system to reach an average of 45 miles per car per day, which is the goal very much desired by the general manager.

In this connection I desire to add that it is the intention to follow this practice every week; that is, we want to unload all the cars we possibly can Saturday night, Sunday and Sunday night and in addition to unloading the cars, we want to get the empties switched out and moved promptly at any rate before Monday morning. It is also desired that you institute an active campaign to get consignees in the habit of unloading cars nights throughout the week. A lot of them are in a position to do this and I am sure will be glad to co-operate with you if you merely explain the situation to them and make our wishes known. We are extremely short of all classes of equipment, particularly coal and box cars and there is nothing of more importance right now than increasing the efficiency of our cars.

Agents will please arrange to wire me not later than 9:00 A. M., each Monday morning as they have in the past two or three weeks the number of cars released at their station Saturday night, Sunday and Sunday night, showing commercial coke, company coal, lumber, merchandise and miscellaneous. I sincerely hope that we will be able to do as good or better in releasing equipment as we did last week.

L. E. McCabe, Supt.

Carbondale, July 10, 1920.

Mr. Atwill:

The following cars were received at Herrin at 12:30 P. M., yesterday:

Pa.	294234	I. C.	119685
C. M. & St. P.	36433	M. S. T. L.	21731
C. B. & Q.	175813	C. & O.	28429
I. C.	122237	B. & L. E.	12906
B. & O.	58424	B. M.	90707
I. C.	124199	C. T. H. & S. E.	11649
I. C.	85929	I. C.	111318
S. B.	3333	L. & N.	68903
I. C.	200486	I. C.	118471
I. C.	330405	C. T. H. & S. E.	11025
I. C.	87646	N. Y. C.	349563
I. C.	110522		

We got these cars in the mines and loaded. The first seventeen left Herrin at 2 A. M., this morning on extra 1532. The remaining six left Herrin at 5 P. M., last night on train 596.

E. D. Holcomb,
Train Master.

Carbondale, July 10, 1920.

Mr. Atwill:

We received three merchandise cars on 655 at Benton at six A. M., July 7. They were

unloaded and sent out empty on train 694, about noon the same day. We are doing this whenever we can.

E. D. Holcomb,
Train Master.

Benton, Ill., July 8, 1920.

Mr. E. D. Holcomb, T. M.,
Carbondale, Ill.

Confirming telephone: Three cars, U. R. T., 3081; Pa., 51130, and N. C. & St. L., 14292, merchandise received at Benton on train 655, released and forwarded on train 694 same day, July 7th.

Yours truly,

W. T. Wright,
Agent.



“----- Others Follow”

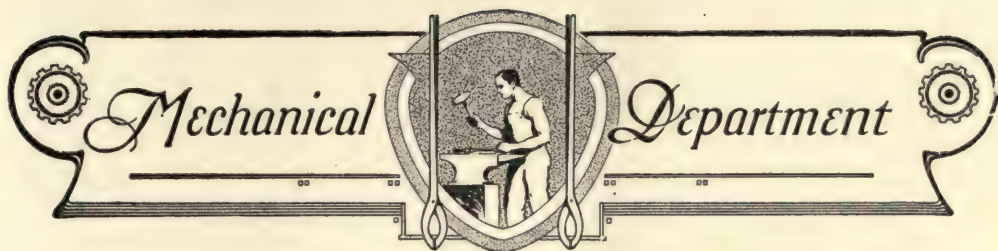
The following article concerning the Illinois Central was published on the first page of the September 8 issue of the bulletin of the American Petroleum Institute, New York, under the title of “A Railroad Commended”:

An average of 83 miles per day on all tank cars was made on the Illinois Central Railroad in the month of July. The average mileage for cars of all classes was 44.21 miles.

We congratulate the Illinois Central

and its patrons. This season, owing to the prevailing shortage of petroleum and its products, the prompt movement of tank cars means more than ever before, and it is our pleasure to bring to the attention of the industry the service performed by the Illinois Central.

N. B. (for railroads).—The Bulletin will never carry any paid advertising, but if there are any railroads which would like a little free advertising they will doubtless get it if they do as well as the Illinois Central.



Fuel Conservation

By J. W. Dodge, Transportation Inspector

Ages ago when this earth was being formed Dame Nature laid awake eons of time to create the coal that now furnishes us with light, heat and the energy that propels the wheels of manufacture and transportation. How essential coal is to our commercial life and to the progress and prosperity of this nation, few have given just consideration.

With a view to bringing this to the attention of the family of some 50,000 that we belong to on the Illinois Central System and soliciting their assistance and co-operation in the conservation of one of the most important resources with which our nation is blessed, these lines are contributed.

While coal is referred to in ancient history and is known to have been used in a limited way for a great many years, its general use for mechanical, transportation and domestic purposes, dates only from the last century.

Since the application of steam by Watt and Stephenson as a propelling power the use of coal has increased with wonderful rapidity as evidenced by the following extract from the Bureau of Mines reports showing the total production of coal in the United States and territories, during the following years.

Year.	Tons.
1805	20
1807 to 1820 incl....	15,000
1830	320,000
1840	2,070,039
1850	7,018,181
1860	14,610,042
1870	33,035,580
1880	71,481,570
1890	157,770,963
1900	269,684,027
1910	501,596,378
1916	590,098,175
1917	651,402,374
1918	665,300,000
1919 Estimated.....	650,000,000

Of the total annual production approximately

45 per cent is used by manufacturing industries

27 per cent is used by railroads

16 per cent is used for domestic purposes

6 per cent is used by electric utilities

4 per cent is exported

2 per cent is used in mining operation

The record of production and consumption during the past decade indicates that our Nation's demand is increasing at the rate of about ten million tons per year, unless this is met by increased production or by conservation and the obtaining of higher efficiency from that consumed the wheels of progress will stop.

During the last fiscal year production decreased as compared with the preceding year, 15 million tons. It is estimated that there is wasted in this Nation one hundred million tons of coal per year.

This enormous waste in so far as pertains to industrial power and heating plants, is largely due to smoke stack losses, caused by improper drafting, defects in boiler setting and to over firing.

In railroad operation the second largest item of expense is for fuel—the major portion of which is consumed by locomotives and there we find losses due to various causes, among which are defects in construction, such as insufficient openings to admit the required amount of air to obtain proper combustion. Smoke stack or petticoat pipe out of line, with the exhaust nozzle, steam and air leaks.

In preparing locomotives for service honest intelligent work and careful supervision is necessary to save coal. Failure to clean the flues or wash the boiler when conditions demand it, to set valves when locomotive is lame, renew or repair defective brick arches or the many items under the caption "running repairs"—means fuel loss.

With the standard locomotive costing over \$80,000.00, and it employed less than 40 per cent of the time in train movement the necessity for close co-operation and careful supervision is apparent. The loss

of many engine hours as well as the time of crews can be avoided and fuel as well as terminal delays and overtime saved by frequent frank and free conference and exchange of information between department heads at terminals and on districts, divisions and connecting lines. For instance the road master orders a work train at 7 a. m. without conferring with the chief dispatcher, or if taken up with him, the dispatcher fails to inform him that important extra trains then on the road will be due out of the terminal at 7 and 7:30 a. m., the result is the work train makes one hour overtime costing \$11.00, the foreman and his gang of 15 men lose one hour costing \$7.50. Total loss, \$18.50.

In this connection the importance of properly making up trains in terminal yards should be carefully watched by yard masters and train masters to avoid unnecessary switching and delay on the road as well as overtime expense and fuel waste.

Between divisions and also connecting lines friendly co-operation and advance notice of business enroute with close figures on hour of delivery is essential in obtaining economical operation and satisfied patrons.

After the locomotive has been properly prepared and taken charge of by the crew the responsibility for economical fuel performance rests under normal conditions, with the engineer as the responsible head and in charge, having years of practical experience, he should instruct the inexperienced man or any fireman with him who shows a lack of understanding; he should see that there is no waste of coal or water by over running the tender, work the engine economically and inject water into the boiler no faster than it is being evaporated. The fireman should learn the principles of combustion, inspect his fire from time to time, keeping it as light and level as is consistent with the work the engine is to perform.

Heavy firing reduces the temperature in

the fire box below the igniting point of the gases, causes black smoke and the loss of 35 per cent of the heat value of the coal.

Regulate the fire so as to keep the steam pressure as even as possible, avoid waste of steam through the pop valve, remembering that every time the main pop is open *one second* one-third of a pound of coal and one quart of water is wasted, or a loss in *one minute* of 20 pounds of coal and 15 gallons of water costing five cents.

If the Nation's waste of 100 million tons per year was saved, there would be no coal shortage and we would all benefit through reduced cost of producing the necessities of life.

With the conditions serious as they are fuel conservation is a personal as well as a national issue. We in the railroad business cannot move trains without fuel. Without train movement there is no need for our services or the thousands engaged in other lines of industry just as dependent as we are upon coal to earn our daily bread.

Let each one of us therefore resolve to do our part. Each one of us can help and though our personal part may be small, in the aggregate it amounts to a vast quantity; for instance the saving of only one pound by each individual in the nation would mean the saving of 55 thousand tons.

By saving one pound of bolts, spikes or other usable metal not only the value of the metal but also of 2½ pounds of coal that was burned to produce it is saved.

The saving of one scoop full out of each ton this nation produces means the saving of nearly 5 million tons.

The saving of one scoop full out of each ton consumed on the locomotives of this road in the month of May would have amounted to 2,793 tons, on this basis the saving in one year would be 32,516 tons worth over \$100,000.00.

Help save coal by doing the work assigned the best you know how, by giving an honest day's work for an honest day's pay. *Economy* should be the watchword—it means progress, peace and prosperity.

Timely Advice from Terminal Traveling Engineer B. J. Feeny to Engineers and Firemen Relative to Saving Coal

Memphis, August 2, 1920.

The vital importance of saving fuel is very necessary because of the extremely high prices and shortage of same. Locomotive coal is higher today than it was ever known in the history of the railroad. The daily papers are already warning the public

of the extreme shortage. Some states are advocating a reduction in train service.

While the engineers and firemen of the Memphis Terminal have made a splendid record for fuel conservation, there is still a great deal that can be done. The man who fails to save coal places himself in a

position which may bring censure upon himself and others, and seriously injure his reputation as an engineer. We have a great many recently promoted engineers and it has been necessary to employ a great many firemen. Help these new firemen by giving them the benefit of your experience. No one is better fitted to properly instruct a fireman than the engineer, as he has learned by experience the manner in which these duties should be performed.

The waste of coal that is plainly seen, and which an improvement can be made upon, is the elimination of black smoke. A campaign on this subject has already been carried on in Memphis Terminal, and has demonstrated what can be done along this line. The popping off of engines is extremely wasteful. Each time a locomotive pop-valve is unseated 5 minutes there is a direct loss of 75 pounds of coal. Carrying water too high in super-heater engines materially affects the efficiency of the engine. In the operation of super-heater engines the water should be carried as low as the service conditions will permit. To obtain the best results from super-heater engines carry the water at the minimum height demanded by the conditions—half a glass is better than a full glass, and less than half a glass is still better if the conditions will permit. More attention should be given to the handling of the reverse lever. Endeavor to work your engine at the shortest practicable cut-off at all times, so as to obtain full benefit of the expansive force of the steam.

Every engineer in the Memphis Terminal is thoroughly familiar with the proper firing of locomotives. If your fireman does not employ the best practice instruct him yourself in the methods of good firing and great results will be noted. Firemen should count the number of scoops of coal used per hour so they can make some comparison and see what improvement they are making.

If every engineer will realize his personal responsibility to do his utmost under existing conditions, and if he will in his daily work steadily apply the good practices with which he is familiar, avoiding the poor practices and encouraging the others to do likewise, enormous conservation of fuel will result, and Memphis Terminal will stand as the best operated Terminal engines on the Illinois Central railroad.

Memphis, August 4, 1920.

The vital importance of saving coal is necessary because of the extremely high prices and shortage of same. Locomotive coal is higher today than it was ever known in the history of the railroad. The daily

papers are already warning the public of the extreme shortage. Some states are advocating a reduction in train service.

While the engineers and firemen of the Memphis Terminal have made a splendid record for fuel conservation, there is still a great deal that can be done. The man who fails to save coal places himself in a position which may bring censure upon himself and others, and seriously injure his reputation as a successful fireman and future engineer.

The majority of the firemen in the Memphis Terminal have had less than one year's experience. A man accepting the position of locomotive fireman is also serving his apprenticeship for a locomotive engineer. This apprenticeship usually requires 1,000 days before being promoted to locomotive engineer. Make it a practice to learn something about firing and the operation of the locomotive each day. **It depends upon you, and the amount of time given to the study of your work, as to how skillful a fireman or an engineer you will make.** You must show a desire for knowledge for the engineer to interest himself in you. Consult freely with your engineer, as he is responsible for the performance of the locomotive. So is the fireman responsible to the engineer for the manner in which he performs his duty. The engineer has learned by experience the manner in which these duties should be performed.

The waste of coal that is plainly seen, and upon which an improvement can be made, is the elimination of black smoke. The production of smoke is a waste of fuel. Smoke once made cannot be consumed. The gases that make smoke must be ignited as fast as distilled from the coal. They will then produce heat. Heavy firing makes smoke. Three scoops of coal to the fire will produce better results than four, and two scoops are still better than three. It has been demonstrated that with the ordinary safety valve, each time a locomotive is allowed to pop off 5 minutes, there is a direct loss of 75 pounds of coal (5 scoops). In addition to this it is a very unpleasant noise to everyone, especially around depots and offices where business is done by telephone. More care should be taken in shaking the grates. Shaking the grates has a tendency to spoil the fire. Live fire in the ash pan not only wastes fuel but damages the pan. If the coal is properly burned it will not be necessary to shake the grates. Firemen should keep track of the number of scoops of coal fired per hour, also number of times pop-valve is unseated per hour. This record can be kept on the coal gates. You will then have a comparison to guide you in your improvement. If the above information is applied it will reduce your

labor and give to you an added comfort. Any opinions you may have that will help to save coal will be gladly received and have full consideration.

If every fireman will realize his personal responsibility to do his utmost under existing conditions, and if he will in his daily

work steadily apply the good practices with which he is familiar, avoiding the poor practices, and encouraging the others to do likewise, an enormous saving in fuel will result and Memphis Terminal will stand as the best operated Terminal engines on the Illinois Central railroad.



Do you "Belong?"

The following "family tree" of the Success family has been compiled by the Harry L. Hussmann Refrigerator & Supply Company of St. Louis, Mo.:

"The father of Success is Work.

"The mother of Success is Ambition.

"The oldest son is Common Sense.

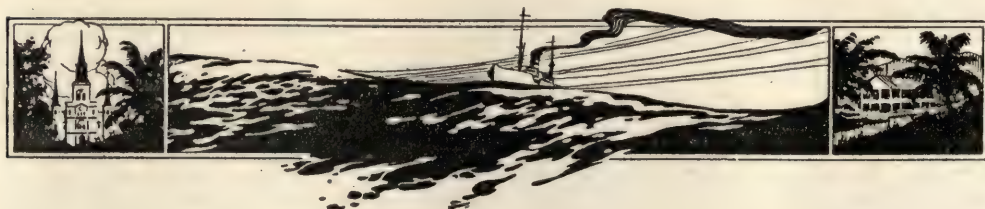
"Some of the other boys are Perseverance, Honesty, Thoroughness, Fore-

sight, Enthusiasm and Co-operation, says the Rotator.

"The oldest daughter is Character.

"Some of her sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity and Harmony. The baby is Opportunity.

"Get acquainted with the 'old man' and you will be able to get along pretty well with the rest of the family."





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

• • • • teaching people how to live • • • •

Recreation—What Is It?

Two definitions are given—which one is right?

One defines it as “refreshment after toil” —“amusement.”

The other says it is “making over again” or a “new creation.”

And your choice of the one or the other depends entirely on the way you pronounce the word—either bunching it together and using short “e” (recreation) or spreading it out and using long “e” (re-creation.) The referee’s decision is that both are right, for if one’s efforts at “refreshment after toil” result in the “making over” if the tired system, then the ideal results of recreation are attained.

But how many of us know how to attain this much-to-be-desired result? Ah, there’s the rub, for very few people actually know how to recreate. The American method is to indulge in some variety of “search for amusement,” which usually has the unhappy effect of leaving the individual more fatigued than he was before “resting,” hence the American method of “resting up” after a vacation.

The plain unvarnished truth of the matter is that there are two factors which enter into the recreation problem, one of which is usually neglected—in other words, there is what we want to do and what we should do to properly rest the tired mind or body.

We usually do what we want to do and push to one side what we should do and the result is we come out more tired than we were when the work was stopped.

Now let us consider this important matter carefully and see what is really the best method of actually “resting.”

First, we will take the man who toils with his body and muscular system, and whose whole aim when he finishes a day’s work is to so rest that he will be fitted to do that same work over again the next day. All right, no one can dispute that what that man needs is rest for the tired muscles, either in the recumbent position and usual-

ly followed by sleep, or at least seated and with complete relaxation for those muscles which all day long have performed certain movements involving a greater or less expenditure of strength. Another factor enters into the labor of this individual and that is the condition of mind during the hours of work.

Is he satisfied that he is doing the work properly and satisfactorily? Is his mind at rest as to the quality of the labor performed? In other words, the other factor is the mental responsibility carried during the performance of the task. Many a man has worried and sweat over the first day’s work or over the performance of a task involving considerable responsibility as to the result when, with the repetition of the same task for several days he would become so accustomed to the labor that the end of the day’s work would find him actually looking forward to an evening of hard toil over some patent which he might be working on during his evenings.

So we find that the mental attitude has its due influence on the amount of fatigue produced by the performance of any given task. What, then, should be the form of recreation best suited for the man who uses his muscles all day long—the answer comes like a flash—mental occupation. This mental occupation may be the reading of some book which details advanced work of a nature akin to that work performed by the individual, as, for instance, the actual workings of the certain part of machinery over which the mechanic has labored all day and of whose actual performance he is entirely ignorant. This will lead eventually to more advanced views on the part of the mechanic—he will vision the part over which he is working as being in actual operation and from his reading will know just which bearing surface receives the greatest amount of strain and will labor to bring that portion to its greatest perfection.

Therefore the ideal recreation for the man who works with his muscles is mental recreation, stimulation for the mind along the channels of the work performed by the muscles during the day coupled with rest for the tired body. This will prepare the entire system for the needed sleep, during which the fatigue poisons generated by the muscles as a result of the labor performed are dissipated and the entire muscular system is reinvigorated and refreshed.

Now as to the mental laborer and by this term is meant the man the majority of whose work is purely mental and who becomes just as fatigued as his fellow who labors with his muscles all day long—his plight is just as much in need of treatment and perhaps more so, for the mental worker is usually the man who lays out the work for the muscular worker and his brain must be constantly at its best in order that no mistakes be made and no time lost.

During the time of his labors each individual brain cell is drawing to itself a certain amount of nourishment in the form

of blood; this results, after several hours work, in a brain which is using nourishment from other parts of the body, which, in turn, are not receiving their proper share, the brain meanwhile working at top speed and getting more and more congested with blood—what shall this worker do to gain his recreation?

Again the answer comes without effort—exercise the muscular system and by so doing, draw blood from the brain and into the muscles, thus giving them their needed share of nourishment and the brain its needed rest.

Walking is the simplest form of exercise for the majority of people to take and is excellent—when the walking can be combined with some pleasant form of mental stimulation, such as golf or tennis, the recreation is ideal.

This subject is one capable of extended discussion but the brief outline given above will be sufficient to indicate the manner of recreating which should be indulged in by the two great divisions of workers.



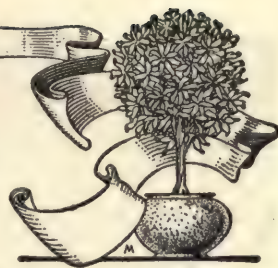
A new use for the X-ray has been found. It is used in inspecting lumber and reveals hidden knots, resin pockets, cracks and wormholes. Sometimes nails are found deeply imbedded in logs.

The number of registered automobiles

in the United States has increased from 1,700,000 in 1914 to 7,645,000 in 1919. It is estimated that there will be over eleven million in use by the end of 1920. The Ford plant alone turns out over a million a year.



ROLL OF HONOR



Name	Occupation	Yrs. of Service	Date of Retirement
James H. Williams	Conductor, Water Valley, Miss.	19	3/31/1920
Thomas J. Joyce	Engineman, New Orleans	21	9/30/1919
Joe Davis (Col.)	Section Laborer, Winona, Miss.	31	11/30/1919
Wiley Hill (Col.)	Brakeman, Water Valley, Miss.	43	3/31/1920
Louis G. Ernst	Foreman Car Inspector, New Orleans	33	4/30/1920
Thomas White	Section Laborer, Owensboro, Ky.	17	7/31/1920
John Cavanaugh	Section Laborer, Freeport, Ill.	21	6/30/1920

Name	Occupation	Where Employed	Years of Service	Date of Retirement
John Davis	Section Foreman	Lotus, Ill.	39	7/31/20
William Sellin	Section Foreman	Chicago, Ill.	30	1/31/20
George Jordan (col.)	Machinist Helper	Jackson, Tenn.	30	6/30/20
J. R. Lilly	Engineman	Louisiana Division	34	4/30/20
Peter R. Pederson	Pattern Maker	Burnside Shops	23	4/30/20
Albert Strong	Conductor	Iowa Division	29	8/31/20

Obituary

The following deaths of pensioners were reported at the meeting of the Board of Pensions held July 30, 1920:

Name	Last Employment	Date of Death	Term as Pensioner
Anderson Patterson (Col.)	Fireman, Louisiana Division	5/ 5/1920	9 years
James R. Langham	Conductor, Wisconsin Division	6/30/1920	11 years
Theodore Daniels	Toolroom Man, Wisconsin Division (Y. & M. V.)	7/11/1920	4 years
John Parker	Telegraph Operator, N. O. Division	7/3/1920	2 years

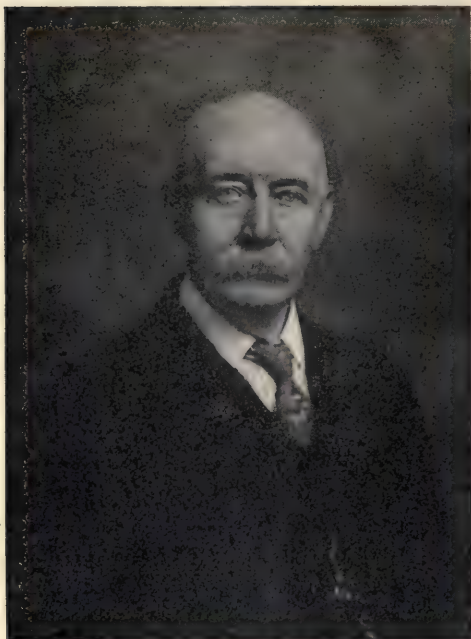
The following deaths of Pensioners were reported at the meeting of Pensions held August 21, 1920.

Name	Last Employment	Date of Death	Term as Pensioner
John C. Chapman	Carpenter, Mississippi Division	8/1/20	7 years
Daniel Leo	Supervisor, Springfield Division	7/15/20	6 years
John H. Pinkham	Conductor, St. Louis Division	8/3/20	3 years
George Hancock	Crossing Watchman, Minnesota Division	6/28/20	17 years
L. G. Freidenstein	Engineman, St. Louis Division	8/3/20	2 years
David H. French	Agent, Iowa Division	8/19/20	16 years
Y. & M. V.			
John Parker	Telegraph Operator, New Orleans Division	7/3/20	2 years

Minimum Pension Increased

Under recent amendment to the pension rules the minimum pension allowance is increased from \$20.00 to \$25.00 per month to any employee retired un-

der the rules. This to apply to pensioners now on the rolls, as well as those hereafter retired.



PATRICK J. PRINTY

HENRY ETCHIED.

Mr. Henry Etchied was born March 2, 1849 in Germany. He started work for this company in May, 1887, and worked as a truck hand at the 27th St. Shops. In January, 1896, he was transferred to Burnside Shops, and worked as a car oiler until Sept. 30, 1919.

Mr. Etchied was retired on a pension on October 1, 1919, at the age of 70 years, after 32 years of faithful and efficient service.

W. W. SAMPSELL

Mr. W. W. Sampsell started a career as fireman on the B. & O. R. R. in the fall of 1882. He fired a camel-back engine for a period of one year, running between South Chicago and Garret, Indiana, a distance of one hundred and thirty-seven miles. Also fired passenger on this road till the fall of 1884, when he resigned to take a position as fireman on the Illinois Central R. R., firing freight between Chicago and Champaign for a period of two years. Promoted to passenger firing and served ten months. In the fall of 1887 examined and passed as a locomotive engineer. Pulled freight for three months between Chicago and Champaign and was transferred to Iowa. Ran between Dubuque and Waterloo for a short time. In the spring of 1888 was sent to Water Valley, Miss., and for two months served between Water Valley and Jackson. Returned to Chicago and resumed freight work out of

Chicago. Freight experience amounts to 16 years. Later pulled passenger out of Chicago to Champaign, passenger service also amounts to 16 years.

In the fall of 1919 was retired at the age of sixty, owing to ill health, and now enjoying pension benefits from both the railroad and brotherhood.

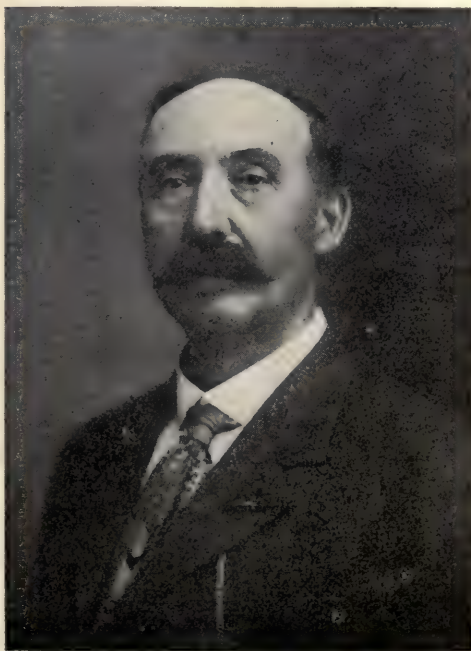
PHILIP A. DULIN

Mr. Dulin was born August 6, 1853, near Grenada, Miss. Entered the service of the Chicago, St. Louis & New Orleans Railroad Company (now the Illinois Central) as agent at Medina, Tenn., October 15, 1874, at the age of twenty-one, and was successively promoted to the following agencies: Clinton, Ky., April 1, 1877; Winona, Miss., April 1, 1884; Aberdeen, Miss., January 1, 1893, where he remained until retired August 31, 1919.

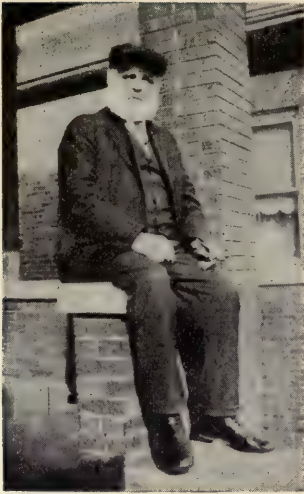
Mr. Dulin was continuously station agent for forty-five years, and was offered other promotions, but having a very large family preferred not to change. He has the satisfaction of having been officially informed on retirement that his services had been 100 per cent.

The last year of his service was as agent for the Illinois Central, Mobile & Ohio, and St. Louis & San Francisco Railroads under government control.

The Illinois Central has no truer, more faithful, or more loyal employe in its service than Mr. P. A. Dulin.



W. W. SAMPSELL



HENRY ETCHIED

P. M. GLADSON

Mr. Phineas M. Gladson was employed by the Illinois Central Railroad Company as a section laborer at DuQuoin in April, 1888, and worked as a section laborer and extra section foreman up until 1892, at which time he was transferred to position as engine dispatcher helper at DuQuoin, Ill. He continued in this capacity until 1895, when he was transferred to position as switch lamp tender at DuQuoin, Ill.

In 1903 he was transferred from DuQuoin to Eldorado, Ill., as engine watchman, continuing in this capacity at that point until May 31, 1920, at which time he was retired on pension.

JOHN H. PINKHAM

Mr. John H. Pinkham, pensioned conductor, St. Louis Division, passed away on August 3, 1920. Mr. Pinkham entered the service February 1, 1874, as freight brakeman; August, 1875, promoted to freight conductor. July 17, 1879, he was transferred to passenger conductor, which position he held until May 1, 1917, when he was retired on a pension.

PATRICK J. PRINTY.

Mr. Patrick J. Printy entered service as fireman at Dubuque Dec. 22, 1884, and was promoted to engineer Jan. 2, 1888, the majority of his time as engineer being devoted to switching service in Dubuque yards. October 31, 1919, after 35 years of loyal and efficient service, he was retired on a pension.



PHINEAS M. GLADSON



PHILIP A. DULIN



Swiss Cheese Industry



Green County Wis.



Curd ready for mould



More Transportation

Bulletin

Issued for the information of Officials of Railroads and others to Unify All Forces in the Effort to Secure Maximum Service from Existing Transportation Facilities.

No. 1

August 20, 1920

In full realization of need for utmost effort to meet rail transportation requirements of the nation, the Association of Railway Executives has approved a program which sets new and higher standards for railroad achievement.

This program covers things to be done before improvement in transportation can result from the rate increases granted July 31.

To this end it has been **RESOLVED** by the Association that all of its members and other carriers be urged

To devote their utmost energies to the more intensive use of existing equipment:

And as definite aims undertake, with the cooperation of the public, to attain:

1. **An average daily minimum movement of freight cars of not less than 30 miles per day;**
2. **An average loading of 30 tons per car;**
3. **Reduction of bad-order cars to a maximum of 4% of total owned;**
4. **An early and substantial reduction in the number of locomotives now unfit for service;**
5. **More effective efforts to bring about the return of cars to the owner roads.**

WHY EMERGENCY ACTION IS NECESSARY

This action is taken by the association

Because it is apparent that under existing conditions transportation facilities, particularly cars and locomotives, are inadequate to handle the unusually large volume of business offered for movement in the country as a whole.

Because it will be impossible to overcome immediately this deficiency by increasing the number of cars and locomotives (owing to the time required to secure deliveries), and it is clear that conditions require the most intensive use of existing facilities;

Because it is recognized that upon the release of the carriers from Federal control, not only were cars and locomotives inadequate and in an impaired condition, but the distribution of cars as to ownership was such as to prevent the greatest efficiency in their use, and that since the termination of Federal control constant interruptions due to disturbed labor conditions have seriously interfered with the movement of traffic and the relocation of cars.

Aim Number One in the railroad's program to increase the amount of service from existing facilities by:—

Making the freight cars available move more miles in a day.

An average movement of thirty miles a day is not possible all at once, nor for all railroads.

But some improvement is possible.

An increase of only one mile in the average per day would be equivalent to enlarging the available supply of cars by 100,000

The average movement of freight cars is arrived at by dividing the total freight car mileage by the number of days in the year.

WHAT DELAYS FREIGHT CAR MOVEMENT?

The low speed of freight car movement is due to the fact that freight cars spend so much of their life standing still.

Suppose (as is often the case) a car to be loaded twenty-five times a year, and for each loading the shipper to be permitted 48 hours' free time.

When a car finally reaches its destination, the consignee also gets 48 hours' free time in which to unload it—more if the car is loaded with coal for tide-water or the lakes, or with export freight.

This free time does not include Sundays and holidays, of which there are sixty in each year. Here is an opportunity for a saving.

When movement is all on one railroad, it is, of course, much faster. But when freight cars move over several different railroads, there are inevitable delays due to transfers.

According to reliable calculation

the average freight car is actually in a train moving between one terminal and another only 2.6 hours out of 24; that it is actually at the service of the shipper or receiver 8.8 hours out of 24.

Notwithstanding this fact, the railroads have undertaken to increase average freight car movement from 26.9 miles in 1916 to 30 miles.

With the co-operation of the shipper this can be done.

In 1917 an average movement of 29 miles per car per day was reached in May, and there were two months when the movement was slightly more than 28 miles. This achievement was under the stress of war; it is believed that by the extra efforts the railroads are now making this record can be surpassed under the demands of peace.

Many railroads are giving the most energetic effort to increasing car movement. Some of them have, in a few weeks, accomplished substantial improvement by intensive effort.

NO TIME FOR SPECIAL PRIVILEGES

Loading cars are of no more use than loafing men.

In presenting the program for more transportation to the Interstate Commerce Commission Daniel Willard, Chairman of the Advisory Committee of the American Railway Executives, said:

"It is important, especially in times of car shortage, that the shippers should load cars as quickly as is economically possible and practicable after they are received.

"The shipper also should furnish prompt and definite billing instructions, and the instructions so furnished should take the car, if possible, to its ultimate destination.

Special Billing Causes Delay

"Much delay is caused by the practice of billing cars subject to order or re-consignment in transit, and numerous other devices that have come about from time to time.

"All arrangements of this kind serve to retard the movement of cars.

"All arrangements of this kind are in effect a special privilege aside from the service of transportation, and in times of car shortage such privileges are at the actual expense of those whose business is interfered with because of their inability to ship at all."

In connection with the program of the Association, reports will be gathered of performance under the resolutions adopted.

These Bulletins will record such reports, and present past as well as current data helpful in the accomplishment of

More Transportation

Complimentary Letter from Patron

Chicago, Ill., Aug. 6, 1920.

T. B. Walker,
Patoka, Ill.

Dear Brother:

This is just a line to let you know that we are at home in Chicago. I want to compliment you, the I. C. R. R. and all concerned. I arrived here at five o'clock and the truck was backing up to the house with our goods.

There was not one thing broken or out of place. We have a very desirable location, across the street from Washington Park. We think now that this will be our future home, but circumstances may alter cases. With kindest regards to our friends, I am

Yours truly,

J. L. Simcox.

357 East 59th St.

Maybel Benson

We were deeply grieved to learn of the death of our beloved co-worker, Maybel Benson, who passed away August 11th, after a prolonged illness of many months.

The loss of a friend is keenly felt among us all, for Maybel was just that kind of a person of whom one could sincerely say, "To know her was to love her."

To those who mourn her loss we offer our deepest sympathy, and may the peace which passeth all understanding enter their hearts.

Our hearts are heavy with grief today,

And our burden seems hard to bear,
To know we've lost such a dear good friend
Seems more than our just share.

But grief should change to happiness,

For God in His infinite love,
Has taken our Maybel to live with Him
In His Heavenly mansion above.



MAYBEL BENSON

The Pioneer Railroads of the Lower Mississippi Valley

* * *

Second Period

* * *

The Beginning of the Trunk Lines

* * *

1846 to 1865

In the South, the financial crisis of 1837-40 was the result of bad business methods, and not of lack of resources. As soon, therefore, as the anger and excitement, which followed the exposure and collapse of the unsound banking institutions, had somewhat abated, the wheels of progress again began to revolve with increasing momentum.

The financial affairs of the Nation were in a state of chaos; the bank of the United States had been killed and there was no adequate currency interchangeable between the states. The funds current in one state were not, as a rule, accepted in the adjoining states; and, in making a journey of any distance, it was necessary to carry gold or to provide funds that would be current in each of the state through which the traveler would pass.

But, notwithstanding this unsatisfactory condition, the people were progressive and prosperous. Reuben Davis, in his "Recollections of Mississippi," says of this period:

"The winter of 1843-44 was one of unexampled wealth and progress. Public and private enterprises flourished and the whole people seemed to bask in sunshine and cheerfulness.

"All of the comforts of life abounded and we had no poor, in the sense of suffering want. The negroes were well clothed and well fed and were apparently the happiest class of laborers in the world."

The same conditions existed in the adjoining states and instead of the spirit of rivalry between the different communities, and the exploitation of the

people through wild and extravagant schemes of all kinds, which had been so marked in the first period of development, the opening years of the new period were characterized by a spirit of co-operation and conservatism greatly in contrast.

Strangely enough, however, the very influence which brought about this desirable condition, when allowed to work to their logical conclusion, brought this period to a close with the destruction of the railroads as complete and disastrous as that which closed the previous period in 1837-40. Chief among these influences was the growing resentment against the North, with the resulting efforts to bring the southern communities into closer union, to withstand the alleged aggressions of other sections of the country.

As early as 1845, this resentment had begun to find expression in the newspapers and magazines; and, in DeBow's Review for August, 1849, the state of feeling in the South was summed up as follows:

In 1815, the property valued in the South was \$312 per capita, while in the North it was only \$240.

Manufactures in the South also exceeded those in the North. Thus, after a quarter of a century under our present form of government, the South had surpassed the North in manufactures, in commerce and in the accumulation of wealth in proportion to the number of its citizens.

Since that period, a great change has come—the harbors of Norfolk and Richmond, of Charleston and Savannah have

been deserted for those of Philadelphia, New York and Boston, and New Orleans is the only city in the South that pretends to rival its northern competitors.

By the leading statesmen of the South these results have ascribed to the policy pursued by the Federal Government since 1816.

It was then that the system of direct taxation was finally abandoned and the whole interest on the public, then so much augmented by the war, as well as by the increased expenses of the Government, were made chargeable upon the foreign commerce of the Country, except the income from the public lands. . . It was held that this policy was a peculiar burden upon the states that produced the staples, cotton, rice and tobacco.

In addition to this, there was the establishment of the Bank of the United States, located in the North. . . It was thought this was adverse to the southern commercial rivalry. These two measures were strongly opposed by the "States Rights Party."

In the North, the negro slavery institution has, with extraordinary unanimity, been fixed upon as the great and efficient cause of the southern decline.

Another influence that had great effect on the life of the South was the invention of the telegraph. The New Orleans and Ohio Telegraph Company was chartered under chapter No. 9, of the Laws of Mississippi, for the year 1848, to construct a line from Cincinnati to New Orleans, via Nashville, Tenn., Tusculumbia, Ala., Columbus, Jackson, Natchez and Woodville, in Mississippi, and Baton Rouge, in Louisiana; "or other such routes as the promoters shall select"; and the lines were to be completed early in 1848.

The route finally selected was via Columbus and Jackson, in Mississippi; Clinton and Baton Rouge, in Louisiana. These telegraph lines were rapidly extended to other points and had the effect of bringing the communities in constant touch with each other and de-

veloped the spirit of co-operation rather than the spirit of local jealousies that had preceded.

Yet another influence, which was probably the outgrowth of the other two, was the Civil Convention. Civil convention was the outward expression of the spirit of the times; but it was also largely responsible for the spread and development of the community spirit and of the desire for a closer union between the southern states. Referring to these conventions, DeBow's Review, for January, 1846, says:

"The civil convention has been the invention of the present to carry out its purposes. It has operated as a lever to overcome the strongest resistance, and few can estimate how largely it has contributed to the general progress.

"Almost daily these organizations are taking place in every section of the country—whether it be to build a bridge, to construct a canal or a railroad; whether to correct an evil or to propose a good—there is no subject that has not come before them.

They have been efficient, too, in the last degree, in promoting the ends contemplated in their action.

As a natural consequence of the conditions outlined, the second period of railroad development, which witnessed the revival of railroad construction in the Lower Mississippi Valley and the beginning of the Trunk Lines, had its first definite impulse in the great commercial convention held in Memphis in November, 1845, when the Memphis and Charleston Railroad was urged upon the public as the connecting link between the Atlantic ocean and the Mississippi River.

At that time, the two great railroad projects in the minds of the people were the connecting of the Atlantic Ocean with the Mississippi River; on the one hand, and the construction of a railroad from the Mississippi River to the Pacific Coast, on the other hand; but, both schemes were large—matters of general interest advocated by dreamers and enthusiasts. But, because of

the growing sectional feeling, the South become more vitally interested in the line to the Atlantic Seaboard, and in the Memphis convention, this railroad was openly advocated as a military necessity to the southern states.

This was, apparently, the first definite conception, on part of the public at large, of the benefit to be derived from a great trunk line of railroad as a means of rapid communication.

Out of the ruin and demoralization which the financial crisis of 1837-40 had inflicted upon the railroads of the first period of development, which I have designated as the "Age of Experiment," there came only four railroads which had the equipment and resources to continue operation. The Ponchartrian Railroad, at New Orleans. The West Feliciana Railroad, between Bayou Sara, La., and Woodville, Miss. The Clinton and Port Hudson Railroad in Louisiana and the Vicksburg and Jackson Railroad in Mississippi. And, of these, only one, the Vicksburg and Jackson Railroad, continued its development in the next period and attained to the dignity of a trunk line. The others were absorbed by the growth of the larger systems of the succeeding years.

In the years from 1846 to 1865, two great "east-and-west" lines and two great "north-and-south" lines were completed, in addition to the number of smaller roads and branch lines projected and it may probably be said without qualification, that these four roads or systems have been the four greatest factors in the growth and development of the Lower Mississippi Valley.

In the following pages we will consider, more or less in detail, the various roads and systems projected and actually constructed during the years stated, in the order of their dates, rather than of their importance and success.

VICKSBURG AND JACKSON RAILROAD—JACKSON AND BRANDON RAILROAD.

When the Brandon Bank failed so disastrously, as a result of the wild financiering of the previous period, the

Railroad owed the State of Mississippi \$250,000 which it was unable to pay; and, in 1840, the charter was repealed.

In 1841, an attempt was made to revive the enterprise and the charter was renewed upon the condition that the new company assume this debt to the State and complete the road within three years.

Application was made, a little later, for a loan of \$25,000 from the 2 per cent fund of the State, to be secured by a mortgage upon the road; but, when the mortgage was presented to Governor Brown in January, 1844, he declined to approve the loan upon the ground that the Company had forfeited its charter by a failure to complete the road within the prescribed time that was made one of the conditions of the charter. This action was the cause of much controversy and was finally referred to Mr. George S. Yerger, as an agreed umpire who decided that the charter was forfeit and the company had no legal standing. Commissioners were then appointed for the State to take charge of the property and to take such steps as were for the best interests of all concerned.

On January 5th, 1846, the Legislature of the State of Alabama approved an Act incorporating "The Southern Railroad Company," and this charter states that its purpose is to authorize "the construction, use and maintenance of a continuous line of railroad from a point on the Chattahoochee River opposite West Point, in Georgia, across the State of Alabama, in the direction of Jackson, Miss."

The Mississippi Legislature, under Chapter 12, of the Laws of 1846, provided for the extension of the road from the Alabama Line to Brandon, and also "as hereinafter provided, to a point in or near the City of Jackson, connecting the said railroad with the Vicksburg and Jackson Railroad."

This Act provided, furthermore, that the Commissioners of the Jackson and Brandon Railroad receive \$25,000 of the 2 per cent fund to use with other

funds in completing the road from Brandon to Jackson; and that, when the Southern Railroad should be organized, they would be authorized, with the written consent of the Governor, to transfer the said Jackson and Brandon Road to the Southern Road, upon the condition that the Southern should complete the road into Jackson. This Act

was approved February 23rd, 1846.

The Company contemplated in the Act of the Alabama Legislature was not organized and the Charter was repealed in Mississippi and a separate company chartered under the same name, "for the completion of a railroad from Brandon, in this State, to the Alabama State Line."

(To be continued)

Meritorious Service

Chicago Terminal

During July Zella Mills, gatekeeper at 53d St. lifted monthly commutation ticket account being in improper hands. Passenger purchased other transportation.

On Train 175, August 9th, Conductor L. N. Turpin declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Illinois Division

Conductor H. B. Jacks on train 24, August

3d, declined to honor card ticket account having expired and collected cash fare.

On train 24, August 22nd, he declined to honor ½ ticket having expired and collected cash fare. Passengers were referred to passenger department for refund on tickets.

Conductor R. W. Carruthers on train 125, August 22d, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Agent R. E. Davis, Dorans, has been commended for discovering and reporting

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(17)

brake beam dragging under coal car, train extra 1658 north. This action undoubtedly prevented possible accident.

Switchman W. R. Wolk, Kankakee, has been commended for discovering broken flange on I. C. 112674, passing Kankakee Junction, extra 1605. Crew was notified and train stopped, car being set out for new wheels. This action undoubtedly prevented possible accident.

Agent W. E. Prendergast, Roberts, has been commended for discovering oil leaking from F. T. X. 8058, August 22. Train was stopped and defect remedied, thereby eliminating possible cause of a claim.

Agent-Operator C. E. Richards, Tucker, has been commended for discovering and extinguishing fire north of the public road and from the tracks of the Chicago and Interurban Traction Company to our siding, and north as far as the stock pen, and also fire one mile north on west side of track, and reporting same in order that section men could be notified, after he had gone off duty. This action prevented property loss.

Agent C. Kingsworth, Griswold, has been commended for discovering I. C. 171546 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Car Inspector Leonard, Kankakee, has been commended for discovering and reporting C. M. & St. P. 29261 with broken flange, in train No. 71. Train was stopped and car set out at Kankakee for new wheels. This action undoubtedly prevented possible accident.

Conductor W. H. Watson, Gilman, has been commended for discovering and reporting A. T. & S. F. 29161 with no light weight stencilled on same, train No. 96. Arrangements were made to have car stencilled.

Operator J. H. Schneiderjohn, Kankakee, has been commended for discovering and reporting brake beam down on car in train September 6. Train was stopped and brake beam removed, thereby preventing possible accident.

Operator A. G. Hill, Paxton, has been commended for discovering and reporting brake beam down on Sou. 187782, extra 1754 south, August 28. Train was stopped, and brake beam removed, thereby preventing possible accident.

St. Louis Division

Conductor W. C. Walkup on train 623, August 2d, and 624, August 12th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on ticket.

Bill Clerk A. G. Huelbig, Marissa, Ill., has been commended for discovering and reporting broken bracket on truck frame of express car 645, train 224, September 6, as train was pulling into Marissa. Nec-

sary action was taken to prevent possible accident.

Conductor Maxfield and Engineer McKinney, Centralia, Ill., have been commended for discovering and extinguishing tie blazing on bridge GE-85-8, Eldorado district September 17. This action undoubtedly prevented property loss.

Conductor W. C. Walkup, on train No. 623, May 1, and No. 624, May 2, declined to honor card tickets on account of having expired, and collected cash fares. Passengers were referred to the passenger department for refund on tickets.

Wisconsin Division

Conductor J. H. Quinlan on train 28, August 2d declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor M. R. White on train 36, August 22d, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

MINNESOTA DIVISION

Conductor P. M. Berg, train 15, July 18th, lifted employe's trip pass account being in improper hands and collected cash fare.

Iowa Division

Conductor J. A. McGonagle on train 15, August 23d, lifted Post Office Commission account being in improper hands and collected cash fare.

Kentucky Division

Conductor J. N. Moore, on train 121, August 6th, lifted 54 ride monthly commutation ticket account having expired and collected cash fare.

Tennessee Division

Conductor S. E. Matthews on train 5, August 29th, lifted employe's trip pass account being in improper hands and collected cash fare.

Mississippi Division

Conductor J. R. Krier on train 1, August 22d lifted employe's trip pass account being in improper hands and collected cash fare.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

Conductor S. R. Cain on train 1, August 31st, lifted employe's trip pass account having been altered. Passenger refused to pay fare and was required to leave the train.

Louisiana Division

Conductor Wm. Trafton on train 34, August 1st, lifted term pass account being in improper hands and collected cash fares.

Conductor L. E. Barnes, on train 5, August 6th, declined to honor clergy ticket account being in improper hands. Passengers refused to pay fare and were required to leave the train.

On train 5, August 8th and train 4, August 31st, he lifted employes' trip passes account being in improper hands and collected cash fares.

Conductor L. M. McLaurine on train 31, August 10th, lifted 30 trip family ticket account being in improper hands and collected cash fare.

Conductor R. E. McInturff on train 31, August 12th, lifted 54 ride monthly commutation ticket account having expired and collected cash fare.

On train 32, August 14th and 31, August 17th, he lifted 30 trip family tickets account being in improper hands and collected cash fares.

Conductor W. H. Smith on train 6, August 21st, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Flagman B. I. Harris has been commended for advising Conductor of train No. 6 that a passenger on his train was using a 30-trip ride book that belonged to another person, with the result that the book was lifted and fare collected.

Conductor R. E. McInturff on train 23, July 6, and train 32, July 20, lifted employes' term passes account having expired. Passengers refused to pay fare and were required to leave train.

On train 35, July 26, and train 24, July 27, he declined to honor card tickets account having expired and collected cash fares. Passengers were referred to the passenger department for refund on tickets.

Conductor E. S. Sharp, train 323, July 11, lifted term pass account not being good for transportation of persons for whom it was presented and collected cash fares.

On train 323, July 15, he lifted joint trip pass account not being good for transportation of party for whom presented and collected cash fare.

Conductor L. E. Barnes on train 5, July 29, lifted identification ship account passenger not holding pass, and collected cash fare.

Conductor L. M. McLaurine on train 31, July 30, lifted 54-ride monthly commutation tickets account being in improper hands. Passengers declined to pay fare and were required to leave the train.

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Sloan's
Liniment

Pain's
enemy

Memphis Division

Conductor F. B. Bell on train 34, August 20th, lifted identification slip on account passenger not being provided with pass and collected cash fare.

Conductor Edwards, 2nd 54, August 6, has been commended for discovering and reporting broken flange, car S. A. A. P. 8388, 1st 54. Train was stopped, and car was set out, thereby preventing possible accident.

New Orleans Division

Conductor R. E. Cook on train 15, August 22nd lifted identification slip on account passenger not being provided with pass and collected cash fare.

Conductor J. D. Hausey, on train 15, July 6, lifted employe's term pass account being in improper hands. Passengers refused to pay fare and were required to leave the train.

Mild and Ancient

"Shall we refer to that opponent in uncompromising terms as a grafter?" asked the invaluable secretary.

"No," replied Senator Sorghum. "Let's keep up-to-date and make it strong. The profiteers these days have made the old-fashioned grafter look like a piker."

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However, if you wish first to try this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention this paper.



ST. LOUIS DIVISION

Miss Grace Webster, stenographer trainmaster's office, recently returned to work after spending her vacation in the West, visiting Yellowstone Park and other points of interest.

Mr. Raymond Pfeiffer, assistant routing clerk is on his vacation.

Messrs. Duane Frink and Lucian Spaulding, bill clerks spent their vacation in Jacksonville Fla.

Train Dispatcher Geo. Robinson, of Carbondale, is visiting relatives in Centralia.

Mr. Wm. Whalen, of Fordham, but formerly of Centralia, was out to the yards here, renewing acquaintances.

Yardmaster J. F. Smithers is back on the job in "E" yard after a two weeks' layoff.

Mr. Geo. L. Perry, yardmaster, spent his vacation in Colorado Springs and Denver.

Last week, motion pictures were made of the hump yards in action and we were proud to see ourselves on the screen, and our trainmaster would make the regular stars envy him. It was through the efforts of Trainmaster Gibbs that these pictures were made, and our hats are off to him, for it was indeed interesting for those who did not know the great importance of the Centralia hump.

SPRINGFIELD DIVISION.

Clinton Shops.

The baseball team finished the most successful season it has had since its organiza-

tion three years ago. The team finished the season with a percentage of .667 under the Management of T. B. Howard and James Brennan, and it was because of their faithful work that the team made the showing that it did. On July 31st the team was invited to E. St. Louis to play the I. C. Freight House team. Every member of the team had nothing but praise for the team at E. St. Louis, and enjoyed every minute of the day. We won the game 7 to 1. Also had a game scheduled with Mgr. J. H. Rosenbaum's team at Champaign for Sept. 5th, but it is presumed that the reason this game was cancelled just a few hours before the team was ready to leave, was because they did not want to take any chances of losing their reputation in the city league. They were taken into camp for a couple of games last year and there is no question but that the City League Champions of Champaign would have fallen just as easy this year.

General Foreman Holsinger and Car Foreman Bogan attended the General Foreman's Convention held at Hotel Sherman in Chicago.

Master Mechanic H. L. Needham has returned after two weeks vacation, which he spent at Moberly, Mo., with relatives.

Roundhouse Clerk Crawford expects to leave within a few days for Henderson, Ky., for a visit with relatives.

Machinist T. B. Howard is laid up for

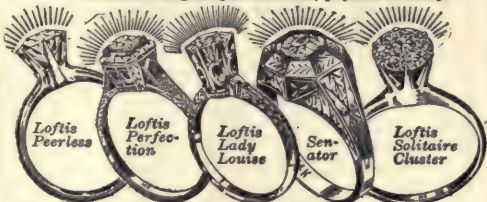
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Cadillac Broadcloth Flannel Shirts Two \$4.00 Shirts for Only \$5.25

Made of fine quality Cadillac Broadcloth Gray Flannel, Special Winter weight. One large pocket, faced sleeves and matched pearl buttons. **Cut Extra Full. Coat Front Style. Double-Stitched Turn-out. Soft turn-down collar with satin faced neckband. Thoroughly Shrank.** Try to match these shirts in any store at \$4.00. Yet we offer you two for only \$5.25.

Send No Money Write today. Shirts will be sent at once, transportation prepaid. Pay only \$5.25 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

Desk # 3387
BERNARD-HEWITT & CO. 900 W. Van Buren St., CHICAGO

a few days with rheumatism, which he contracted while in France.

On Labor Day, Sept. 6th, Clinton Shops held its First Annual Picnic at Weldon Springs. The day turned out to be an ideal picnic day and all of the men with their families turned out for the occasion. The special train run for their benefit was crowded, and several hundred more went out via the "Jitney Line." The day was spent in boating, swimming, dancing and contests of different kinds. Everyone participated in the events they were most suited for. There were nine events such as ladies' nail driving contest, ladies' race, sack race, race for girls under 16 years, boys 100 yd. dash, 50 yd. swimming race, and last but not least an old fashioned pie eating contest which was won by Machinist Helper Horace Peek, without opposition, account of the manner in which he got away with the pie. The only regret of the audience of this contest was that the pie was not of the soft variety. Another race that affords mention was the Three-Legged race which was won by Boilermaker Elmer Shidal and Machinist Appr. Willard Tatham. The Fat Man's Race was won by Chalen Stiles of the Boiler Shop. Electrician Duffey got away with the \$10.00 silk shirt, the prize in the Sack Race. Mrs. Mack Johnson, wife of Carman Helper Mack Johnson won the ladies' nail driving contest for which she received as a prize a silk petticoat. General Foreman Clerk's wife, Mrs. Schell Samuels, saved her husband the price of a new pair of shoes by winning the race for ladies. Everyone re-

ported a good time, and voted to continue the practice of having the picnic.

Machine Shop Foreman Fred West expects to leave about the last of the month for his old home Cornell, N. Y., where he will spend his vacation.

Night Roundhouse Foreman Hess is spending his annual vacation at Flint, Michigan; Newark, Ohio, and at his old home, Jackson, Miss. He is being relieved by Asst. Day Foreman Ohley.

Machinist Carl Burbank is spending a few days with relatives at Ft. Dodge, Iowa.

Machinist Otis Putnum is acting Asst. Day Roundhouse Foreman in the place of Mr. R. T. Ohley who is filling Mr. Hess' position at night.

Erecting Foreman C. C. Carroll will spend his vacation with relatives at Prairie Du Chien, Wis., Chicago, Illinois, and his old home in Springfield.

Foreman Barlow will not take his annual leave until the hunting season comes, and we surely wish him much success.

Machinist Helper Harvey Hall is making a tour of the western states in his "flivver."

Cupid seems to be on the job around

BANISH — Sample Free!

TOBACCO HABIT !!

Send No Money

Dr. Elder's Tobacco Boon banishes the injurious and offensive tobacco habit in 3 to 4 days. Easy to take. No craving for tobacco in any form after first few doses. Simply send name for Free Sample and convincing proof.

DR. H. WILL ELDERS, Dept. 616, St. Joseph, Mo.



\$20
MADE TO
MEASURE
**3-Piece
SUIT**

The most remarkable values ever offered. A postal brings you a large assortment of cloth samples, wholesale prices direct from the manufacturer, style book and measuring charts. No matter where you live or where you have been buying your clothes, and even if you do not need a new suit now, investigate at once the wonderful savings you can make by dealing direct with this large manufacturer. Long wear, fast color, perfect fit, and satisfaction guaranteed. Write today. Address your card or letter like this: **Lincoln Woolen Mills Company, Department 427, 203-214 South Green Street, Chicago, Illinois.**

\$2000 to \$5000 now being made by good men by wearing and taking orders for the famous Lincoln made-to-measure clothes. No experience needed, we teach you and furnish free equipment. Write today!

Clinton. Mach. Appr. Russell Emerick fell into his clutches and has taken unto himself a wife. Tried to keep it a secret but couldn't get away with it. Pipefitter Louis Lighthall also was tired of the single life and got himself a Heyworth girl. Lee Tarvin has also joined the ranks of the married men, following the example of his brother Dean, who is not so old in the game.

Machinist Helper Frank Johnson is laying off for a few days to visit relatives at Gravel Switch, Ky.

Roundhouse Foreman Morgan is entertaining relatives from Pennsylvania, for a few days.

Foreman Burk has returned to his duties in the pipe shop after a trip to Excelsior Springs for the benefit of his health.

General Foreman Holsinger expects to move to the Pollock Flats now being erected within the near future.

MINNESOTA DIVISION.

Superintendent's Office.

Miss Hilda Blichman, Stenographer to Assistant Chief Clerk, has returned to work after a week's vacation, having spent same in Lincoln, Neb.

Mr. O. J. Oster, Assistant Chief Clerk, accompanied by his wife and two children are spending a week in the Twin Cities.

Miss Genevieve Sims, File Clerk, spent several days in Chicago recently.

Mr. Frank Meyers, messenger has returned to work, after spending his two weeks' vacation in the Twin Cities and Sioux City.

We have been informed that Ed. Riley, formerly with this office, but now in General Superintendent's office, has changed his address from 411 to any old time between 11 and 4.

Operating Department.

V. M. Duncan, 3d trick Operator at Peosta, is on a leave of absence and is visiting his parents in "Verginny."

W. W. Wheaton, Agent, Masonville, who is now on a leave of absence, is being relieved by A. W. Lane.

Assistant Chief Dispatcher Weimer is enjoying a two weeks' vacation. Understand he is over the line into Canada. Dispatcher Donahue is impatiently awaiting his vacation time that he may go to Mexico. Both looking for oil.

Dispatcher J. L. Heins and wife spent his vacation in Detroit and Osage.

Dispatcher L. W. Morton and wife spent a few weeks in El Paso, Texas, and Clifton, Arizona, looking over their prospects.

Mrs. Mae Howard, clerk to Chief Dispatcher, spent Sunday in Cedar Falls.

N. Malgrem, 2nd trick Operator at Manchester, has been granted two weeks' leave of absence and is being relieved by O. Wilhelm.

J. D. Vanderberg has resumed his duties

as Agent at London after a three weeks leave of absence.

Extra Agent F. Slagenweit is now relieving A. H. Broessel, as Agent at Orchard.

Waterloo Yard Office.

Mrs. J. D. Lavell, wife of Chief Clerk Waterloo Yard, is in Seattle, Washington, visiting her father.

Kathryn Quinn made a quick trip to Chicago recently.



SMASHING SHOE PRICES

\$2.48

Work Shoes Send No Money

And Dress Shoes at \$4.89

A Blow at Profiteering

\$2.48 for a pair of real honest built work shoes. Sounds impossible but it is true and the best part of it is that you do not have to send any money to prove it.



Very durable, made of high grade oil tanned leather. Extra heavy tread sole.

Thousands Have Been Satisfied

The dress shoe we are offering at **\$4.89**, just think of it. **\$4.89** for a dress shoe. This in itself is the greatest bargain of the season, but in addition with every pair of dress shoes sold we will sell a pair of these work shoes for **\$2.48**. A price that sounds like the days before the war. Imagine for a total expenditure of **\$7.37** actually less than the value of the dress shoes you will have two pairs of shoes.



Men's fine dress shoe of high quality black leather. Extra in a wide last, high comfort too.

Send No Money, Just Send Your Order and pay your postman \$7.37 and postage when the package arrives. You take no risk as the shoes will be sent to you under our iron clad guarantee of money back including postage if you are not fully satisfied.

We Positively Cannot Sell Either Pair of Shoes Separately

When ordering be sure to mention the size required on each pair of shoes.

WOLPER'S, CHICAGO
Dept. 181 1201-1209 West Van Buren St.

S. Woodyard, Engine Foreman at Waterloo, is the proud "Papa" of a baby girl. "Woody" passed the cigars but Kathryn Quinn got cheated there because she didn't smoke.

H. B. Ellis, Bill Clerk at Waterloo Yard, has gone on his vacation.

Yard Checker J. V. Hearn went to Wall Lake on a hunting trip and on his return his automobile turned over. Mr. Hearn was injured about the head and shoulders.

Conductor J. J. O'Connor's son, Marvin, has accepted the position of caller at Waterloo Yard.

E. C. Russell, Chief Dispatcher, and L. E. Strouse, Train Master, were recent callers at Waterloo.

Judd Joyner says he will have to bid in on a job at Dubuque so as to keep the others from kidding him about going to Dubuque.

Dubuque Freight.

Mr. J. E. Allison returned from a two weeks vacation spent in Chicago and Mattoon, Ill.

Rate Clerk J. J. Callaghan has taken to chicken raising and anyone wishing a nice "Spring Fry" please see Joe.

Martin Fahey, OS&D Clerk, and Miss Florence McInerney were married on Sept. 22nd, at St. Patrick's Church, Dubuque. Mrs. Fahey was formerly operator for the Iowa Telephone Company. Here's all our best wishes.

Mrs. O. Logelin, Bill Clerk, John O'Rourke, Foreman's Clerk, Gertrude McCarthy, stenographer, Frank Cahill, Messenger, and James Ahern and Ray Harron, Car Clerks, spent Labor Day in Chicago and now everybody wants to know if Frank had the roof of his mouth sunburned, it being his first visit to the windy city, also while endeavoring to entertain the ladies by turning some artistic hand-springs he had an unfortunate accident which compelled him to remain seated for the rest of the evening. The only thing that confuses Jimmie is that there are so many doors on the Opera Houses, he gets rather confused when he goes in one door on one street and comes out another.

Miss Vivian Brand, Assistant Cashier, attended a convention of the G. A. R. at Indianapolis, Ind. Did you say the office was exceedingly quiet for a week?

Miss Ethyl Lassance, Bill Clerk, is a frequent visitor at Calmar, Ia. We think the attraction must be one of the handsome "Sod-busters."

IOWA DIVISION.

The employees of the Illinois Central at Fort Dodge, have organized a bowling team, and would like to secure games with other teams on the Illinois Central. Anyone desiring games, please communicate with A. F. Halfpap, Manager, Illinois Central Bowling Team, care Agent's Office, Fort Dodge, Iowa.



Keep
Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying
Murine
Night and
Morning.

If your Eyes
Tire, Itch
or Burn—
if Sore,
Irritated,
Inflamed or Granulated,
use **MURINE** often.
Wholesome—Cleansing—Healing
Refreshing—Soothing

Write for our free "Eye Care" book.
Murine Eye Remedy Co.
9 East Ohio Street, Chicago

Sangamo Special

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration



Bunn Special

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration

Is Your Watch Adjusted to Six Positions?

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

"Sangamo Special"
and **"Bunn Special"**

Railroad Watches are adjusted to *six positions*. Ask your jeweler about these superior watches. Descriptive folder sent on request.

Illinois Watch Company
Springfield

TENNESSEE DIVISION.

Clerk L. B. Ryan is spending his week-ends in Trenton, now, looking after some "unfinished business" there. Keep it up, "Booney," old scout, we are for you.

Misses Vernita Tribble and Helena Workman, Messrs. J. F. Williams and C. L. Maddox motored to Jackson last week-end and attended the fair. "Tribb" has been "shot down" ever since. Says she don't like the way Maddox does the "tail spin and nose dive" when there's only two on the back seat, and the others agree that, if he switches box cars as fast as he drives a Patterson, there will never be a congestion in the yards.

Mrs. W. R. Hales spent Sunday with her brother, Ralph Hodges, who underwent a very serious operation at St. Joseph's Hospital a few weeks ago.

The Agricultural Department of the division is still progressing. Each week Mr. Pickering writes up his crop report in his flourishing way, telling about frost on the pumpkins, and the fodder in the shock, the cotton blossoms fragrance and the pastures for the stock.

Our file clerk is very witty. He nearly fell off his ladder today when the record



Set in Solid Gold Set in Solid Gold

Send Us Your Name and We'll Send You a Lachnite

DON'T send a penny. Just say: "Send me a Lachnite mounted in a solid gold ring on 10 day's free trial." We will mail it prepaid right to your home. When it comes merely deposit \$4.75 with the postman and wear the ring for 10 full days. If you, or any of your friends can tell it from a diamond, send it back and we will return your deposit. But if you decide to buy it—send us \$2.50 a month until \$18.75 has been paid.

Write Today Send your name now. Tell us which of these solid gold rings you wish (ladies' or men's). Be sure to send your finger size.

Harold Lachman Co., 204 S. Peoria St., Dept. 4067, Chicago.

NUXATED



For Red Blood, Strength And Endurance

clerk got a bit raw over the telephone, at the record at Frogmoor.

Noble is a splendid file clerk, but I never can understand why the girls worry him so.

He says he's off of them for life,
He never wants a wife,
But I can't believe it's true,
For I'm tellin' you,
Give him the moon, a place to spoon,
And leave the rest to him.

The chief clerk says: "A minute late to the office in the morning starts the whole day wrong."

Waymond, the mail clerk, is very,



SLEEP MASK Sleep day or night—in or out doors. Relief for insomnia. Makes day sleeping restful. A blessing to those who work nights. 25c each or three for 50c prepaid.

A. Reynolds, 7431 Paxton Ave., Chicago, Ill.




LOOK ONLY \$2.98

SEND NO MONEY

You will look a long time, men, before you will find a pants bargain like this. Think of it! Only \$2.98 for these well-tailored trousers of fine durable Suiting with neat stripe effect—wide tunnels instead of flimsy belt straps—extra heavy pocketing—hand sewn buttons, reinforced seat seams—all seams serged, no raw edges—bar tacking at crotch and pockets which prevents tearing at seams. Color, gray mixture. Sizes, 30 to 44 waist measure; inside leg measure, 30 to 36 inches.

Here is an extraordinary bargain offered at this low introductory price to acquaint men everywhere with the big saving made by purchasing wearing apparel here by mail. Our limited supply will be snapped up quick. Order one or more pairs now. Remember, you take no risk and don't have to pay a cent until delivery.

Just send your name and address, giving waist and inside leg measure. We send them to you and prepay all charges. Order by No. 641900. (66)

Pay Mailman Only \$2.98 WHEN PAIRS ARE DELIVERED

Remember, money back if not pleased

THE HOWARD-LUX COMPANY
Dept. 64, 310 Lakeside Ave. N. W. Cleveland, Ohio

young, but awfully crazy about the women. Better watch out, sonny, your young heart is too tender to be tossed about by those wicked specimen.

There is some girl, some where, that will have a benedict-ion pronounced on her last name some time, if she doesn't watch out.

I've often wondered why Roy Pickering never smiles, but I have reached a conclusion at last, he is afraid his face will crack. You know his name is Cupid.

Q. Frank White's middle name is Egg. Ha! Ha! Wouldn't that make you laugh?

A. Why, yes, if he wasn't such a bad one.

You simply can't go near Mr. Ligon, he is embargoed all around.

It is awfully hard to decide what to call this office, we have everything from Campbells, Workman, Casterberries, Valentines and Cole to Sweet Williams.

Miss Johnson is always on very treacherous ground, she has Slaughter so near her.

Somebody asked Mr. Pickering the other day what was Butterworth, he replied, we have three grades, Noble, Punk and Harry.

We're all thinking of going West, but Enlow has already been, and from all appearances we don't care to go.

I've often wondered why Miss Annie doesn't freeze, you know her last name is Hale.

Covington is not only a town, but a steno as well.

We all like Mr. McAdams, especially on the 15th and 30th.

Another one of our members joined the ranks of the unfortunates a few days past Mr. W. W. Claypool and Miss Winnie Bell Holland were united in marriage Saturday evening, August 28th. Mr. J. B. Webb has

Send No Money!

Amazing Shoe Bargain!

Rush your name, address and size for a pair of these wonderful **Warwick Men's Dress Shoes**. Only a small special lot at this profit-smashing price. These fine shoes are made of specially selected fine quality gun metal leather on the popular Ritz last. Blucher style. Full chrome leather Goodyear stitched soles. Military heel. Full lined-leather insole. Strongly sewed and reinforced.



Now **\$3.98**

Best workmanship. Wonderfully comfortable and typically snappy in appearance. Splendid for business or social wear. The kind of shoe for which you would expect to pay \$7.50 to \$9.00. Order a pair at our risk. Don't send any money now! Just your name, address and size. Pay only \$3.98 on arrival. Try them on. If not fully convinced of the remarkable value and the excellent quality, return the shoes to us, and we will refund your money. Sizes 6 to 11. State size and width.

DAVID STRONG COMPANY

Dept. 3910 "Same Management Since 1885" CHICAGO

STORMY DAYS

Don't worry the man who works in a



FISH BRAND

Coat or Slicker

He has the best waterproof garment made.

Two styles of medium length coats, Nos. B411 with buckle fasteners; B421 with buttons and Reflex Edges that stop the water from running in at the front.

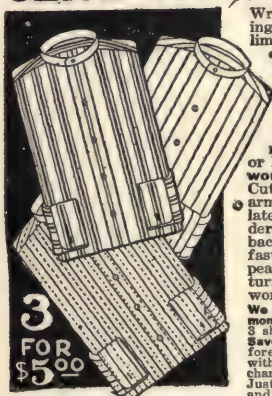
Dealers Everywhere

A. J. TOWER CO.
BOSTON, MASS.



2520

SEND NO MONEY



Write quick for this amazing shirt bargain. Only limited lot. Wonderful quality fine count percale. Record breaking cut price. Guarantee \$8.00 value for only \$5.00 C. O. D.

Send No Money just your name and neckband size on postal or letter for these **three wonderful percale shirts**. Cut extra large, roomy armholes. This season's latest black, blue or lavender stripe effects on white background. Guaranteed fast color. Best quality pearl buttons, soft French turn back cuffs, finest workmanship.

We guarantee to refund your money if you can match these 3 shirts for less than \$8.00. Save money—write today before this astounding offer is withdrawn. We pay delivery charges. You pay only \$5.00. Just send your name, address and neckband size.

BERNARD, HEWITT & COMPANY
Dept. R3510 900 West Van Buren Street Chicago, Illinois

SHOES—TWO PAIR—SHOES

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is to pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course you don't expect full details of an amazing offer such as this in such small space and you are right. If you look for our big six and a half inch illustrated ad in this issue, you will get full particulars. Wolpers—Dept. 181 at 1201 W. Van Buren Street, Chicago.

been doing his bit to warn the boys about this married life, but Claypool couldn't believe it. Said he wanted to see the folly for himself.

LOUISIANA DIVISION

Miss Lois Williams is with us again after her WILD WEST trip and reports a wonderful time.

Mr. Chenet Bourgeois spent the 26th in Memphis attending the Accountants' meeting.

Miss Louise Wheelock of the Store Department is back from a short vacation spent on the coast. The water's fine, girls, why don't you go down?

And while I think of it, our Statistician changed her plans about that trip to Ashville, and is spending the allotted twelve days with her brother at Biloxi.

All members of the Store Department are seemingly very much interested in INVENTORY, as much so as the Superintendent's office was in back time, which, by the way, has been received at last, and the majority of the force are wishing that the checks were a little larger, especially those who have not had their vacations yet.

Mr. J. M. Hoskins, one of our Traveling Engineers, is back from his vacation. Where he spent it, we are unable to say, but evidently, he learned something of interest while gone, for he has been having several confidential talks with Traveling Engineer Harell of late. All that we can do is to wonder what it is all about.

The only thing that we can report concerning our Friend, Eddie, this month is that he has been behaving very nicely with the exception of teasing the Car Record girls about their bachelor and widower beaus, and from all appearances, Chief McGuire will have to be on the lookout for two boys to answer emergency calls from that desk, as Road Supervisor Mercer and Conductor Sanders have been visiting us quite frequently of late.

Our Liberty Bond Clerk, Wm. Mark—who is a member of the Naval Reserve, is away on a month's cruise. The boys he left behind are envying him for his "Report" call, 'cause they would all like to be along with him.

Sad news in the Accounting Department. We have lost our JUDGE. Mr. Fant has accepted a position with the Gulf Coast Line, at Kingsville, Texas. From all accounts he will soon become one of the benedicts.

Our Supervising Agent, Mr. McCloy, attended the Loss and Damage Meeting in Memphis on September 2d.

Mr. Joe Schneider spent several weeks in Cincinnati. His assistant, Mr. Bill West, acted as Chief during his absence.

The Engineering Department has the soft

Diamonds on Approval

Send for Latest List of Diamond Bargains

This firm nearly 1/2 century old, rated over \$1,000,000 lends money on high grade jewelry. Amazing bargains in unpaid loan diamonds. Free examination.

Why Pay Full Prices

Prove for yourself that it's not necessary. Send your name for this latest list of bargains. Every jewel accurately described. Our customers claim they saved 40 to 60 per cent. Shipments our risk—no cost to you.


WRITE TODAY FOR LIST—
Send your name NOW
JOE DE ROY & SONS
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Let Us Send You A Suit

Made to your measure, payable after received, with the clear understanding that if the fit is not perfect or if you are not satisfied in every way, if you are not convinced you have received a fine, high grade, stylish, perfect-fitting tailored suit made to your measures and have saved \$15.00 to \$20.00, you are not under the slightest obligation to keep it.

Don't hesitate or feel timid, simply send the suit back, no cost to you. You are not out one penny. Any money you may have paid us is refunded at once.



All Wool \$25.00 Any man young or old who wants to dress well and save money should write for our free book of samples and fashions explaining everything. Please write letter or postal today, just say "Send me your samples" and get our whole proposition by return mail. Try it—costs you nothing—just a postal, get the free samples and prices anyway. You will learn something important about dressing well and saving money.

PARK TAILORING COMPANY

Dept 425

Chicago, ILL.

pedal on now after working so hard on the Budget.

Private Secretary Dodds has finished writing up the Budget and is taking the rest cure.

Why do they call you "Mamma," Gladys?

Traveling Auditors A. F. Cox, J. W. Kermean, and W. B. Higgins have been enjoying a week's vacation in our town. We say vacation, but they seem to differ with us, however, the best way to find out just what they have been doing is to ask when you see them next.

Mr. J. J. Desmond, Roadmaster, has returned from a much earned vacation. Says he had a good time up home.

Miss Una Holmes is acting as Statistician during the latter's vacation and is working some, but says that she is glad that Della Mae's time will soon be up.

Miss Bridge, our Chief File Clerk, has decided to spend her vacation among the Adirondacks. It is so hot down here until we all wish we had selected a similar place for ours.

Messrs. Quigley, Bourgeois and Higgins attended a special Meeting held in Memphis on the 15th.

Miss Ellen Rueff, our old switchboard operator, is back on the job for a few days, account of one of the other girls being on sick list. Of course, we are glad to have Ellen back, but here's hoping that our other employe will soon be well enough to be with us again.

Misses Beulah Youngblood and Claire Pimm motored to Magnolia the 15th and registered. They were afraid they would have to tell their age, but the clerk was in sympathy with them and so only had them swear that they were twenty-one.

We have a new timekeeper in our office, Mr. J. L. Anderson comes to us from Water Valley. How do you like this town, J. L. after living in Water Valley so long?

Miss Johnson, one of our Car Record Girls, is on her vacation, but she is paying us a visit this morning account of the Safety meeting being held and Supervisor Mercer from Yazoo City attending. Said she just couldn't stay away.

Mechanical Department.

Master Mechanic E. C. Roddie is in Chicago this week on business.

Mr. H. R. McKnight, assistant accountant, has returned from a five days' vacation. We understand that he spent the entire time building Winter quarters for his thirty-nine chickens.

Mrs. Cora Hooper has accepted a position in G. C. F. McEwen's office. We are glad that Mrs. Hooper decided to stay with us instead of continuing with her Art class at the High School.

Miss Josephine Miller, clerk at Gwin, has been on the sicklist. We sincerely hope that Miss Miller will soon be able to be back at work. Miss Irene Taylor was borrowed from our office to fill Miss Miller's place.

Chief Accountant O. V. Lewman and Assistant Accountant H. R. McKnight, attended the Accountant's meeting in Memphis on the 26th. Did they have a good bill at the Orpheum?

Every one has been working overtime for the last week, in order to get out the back time rolls. Shall we always have back time to work up?

Miss Mabel May would appreciate if any clerk on the other divisions would advise her the price of flesh colored crepe de chene.

Don't Endure PILES



Write me and I will send you on trial a Full Treatment of my mild, soothing, guaranteed remedy for all forms of Piles which has proven a blessing to thousands who are now free from this cruel, torturous disease. Send me a post card today for Full Treatment. If results are satisfactory costs you \$2.00. If not, costs nothing for ours.

H. D. POWERS, Dept. 658, Battle Creek, Mich.

EARN REAL PHONOGRAPH



Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm, makes perfect reproductions of all kinds of music. A MARVELOUS Machine in every way. Delights ed thousands of homes.

Send NO MONEY

Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of records free.

E. D. LIFE, Dept. 10785 Chicago

Cured His RUPTURE

I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me, Eugene M. Pullen, Carpenter, 549 Marcellus Avenue, Manassquan, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

Rheumatism

A Remarkable Home Treatment Given by One Who Had It

In the Spring of 1893 I was attacked by Muscular and Inflammatory Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally, I found a remedy that cured me completely, and it has never returned. I have given it to a number who were terribly afflicted and even bedridden with rheumatism, some of them 70 to 80 years old, and results were the same as in my own case.

I want every sufferer from any form of rheumatic trouble to try this marvelous healing power. Don't send a cent; simply mail your name and address and I will send it free to try. After you have used it and it has proven itself to be that long-looked-for means of getting rid of your rheumatism, you may send the price of it, one dollar, but understand, I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer when relief is thus offered you free. Don't delay. Write today.

Mark H. Jackson, No. 939G, Durston Bldg., Syracuse, N. Y.

Mr. Jackson is responsible. Above statement true.

The following new "hands" are working on Circular 109, Misses Addie Ferguson, Mary Anderson, Avis Harris, Messrs. Elmer Price, Julian Leggett and Earle Winborn.

Miss Anna Belle Craft, Liberty Bond Clerk, left on the first to return to school. We regret to see her leave but we are indeed glad to have Liberty Bonds closed out.

Misses Bessie and Eva Bennett and Neola Mae Ansley went to New Orleans Sunday to see a Wm. S. Hart picture and do some extensive window shopping.

Every one is taking a vacation trip or planning one. Some even go so far as to remain over time to consult the "Guide Book". At present Miss Mildred Abbott is in Asheville, and Miss M. Q. O'Quin is in Michigan.

Cheer up, Neola! 'Tis better to have loved and lost, than never to have loved at all. Stop sighing when the Vicksburg line is in use.

OFFICE OF TERMINAL SUPERINTENDENT, MEMPHIS, TENN.

Clerk T. C. Munday Supt.'s office is spending an enjoyable vacation at points in Indiana, Kentucky, Alabama and Mississippi.

Miss Mary McHugh, Steno. Supt.'s office, is a very unfortunate girl in having to spend her vacation at home sick but Mary says she has a big trip planned for next year.

Leland Rice, Clerk Road Master's office, is away on a 3 months' leave of absence trying to get a head full of knowledge. He is being relieved by Miss Ida Mai Zanoene.

Dan Cupid has been busy around the Terminal Office this summer, two of the most popular clerks having taken unto themselves a better half. Miss Frizzell Philips Steno. Road Master's Office who married Mr. Malcolm Gibson says, "there is nothing like married life; wouldn't be single again." Mr. Glenn Trotter, Transportation Clerk Supt.'s Office who married Miss Perniezelle Youngman says, "nothing like having some one to darn your socks and sew buttons on your clothes."

A bouncing baby boy arrived at the home of Chief Clerk to Road Master W. J. Gould and wife Tuesday, Sept. 7th. The office

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force wish them good luck with the new comer.

Ray J. Rooney, Secy. to Term. Supt., spent Sunday and Labor Day visiting his mother in Chicago.

Traveling Engr. B. J. Feeny is spending a two weeks vacation in New York City and attending Traveling Engineers Convention Chicago.

Ass't. Chief Clerk to Supt. A. W. Giehler and wife spent a most enjoyable vacation sight seeing in Colorado, Oklahoma and Illinois. Bill took a picture of everything he saw. We all know he has some wonderful sights.

We are all glad to see J. K. Burns Chief Clerk to Supt. back and reporting a grand and glorious vacation. Understand he visited friends in and around Memphis which are very numerous, went fishing with the kiddies and dreamed late in the A. M., of his oil wells in Texas.

Car Clerk Supt's. Office W. E. Foster, wife and son spend two weeks vacation in Texas and Oklahoma. Foster says lots of good looking women in Texas. Fellows its a shame boys act foolish and go get married so young.

We are all glad to see Mr. E. Bodamer back with us again as Terminal Train Master.

We were all very sorry to hear of the death of Yard Master C. J. Bruso's father Mr. Joseph Bruso, age 70 years who died at St. Joseph's Hospital afternoon of Sept. 12th, 1920.

LOCAL FREIGHT OFFICE, MEMPHIS, TENN.

The old saying that "No news is good news" may be correct, but it does not apply to this station. The fact is, we have been too busy to think of "News." Business is heaviest ever known at Memphis and prospects are for greater movement of freight in the near future.

Vacation time is past and all clerks are back on the job, but providence only knows how broke they would be but for the back pay checks; they practically saved our lives.

And speaking of vacations—there is hardly a state east of the Rockies that some member of this department didn't visit, and the tales they brought back with them will furnish us with subjects for conversation the whole winter, but most exciting of all pictures of various members of the feminine force sporting in the lakes and brooks of the Ozark Mountains in one piece bathing suits. I haven't the heart to mention their names.

Mr. T. A. Rutherford, Chief Outbound Clerk, resigned account of his wife's health and will go to Denver to reside. We hate to give Mr. Rutherford up, as he is an earnest and faithful worker. We wish for him and his family every success in life and it may be in the future they will be able to return to Memphis, where we will gladly welcome Mr. Rutherford back to the "Good old I. C."



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ILLINOIS CENTRAL

Magazine

Vol. 9

November, 1920

No. 5

"The Markham Spirit"

The letter printed below from Mr. Edwin B. Parker, of Houston, Texas, and the article which follows, constitute a fine com liment, not only to President Markham, but also to the Illinois Central personnel:

Houston, Texas, Oct. 14, 1920.

Editor, Illinois Central Magazine,
Chicago, Ill.

Dear Sir:

I was recently a passenger of the Illinois Central from Chicago to New Orleans and return. Because of the profound impression made on my mind by the whole-hearted spirit of service which the employes of the railroad put into their work, I was impelled, after completion of the trip, to dictate the enclosed sketch.

I would like, if you think it appropriate, to get this message home to the Illinois Central employes, in the hope that it will furnish them some small measure of encouragement and stimulate them to renewed effort.

I am sending this to you, rather than to Mr. Markham, for publication if in your judgment you deem it proper; or, if there is anything in it which you think should be modified in any way, please do not hesitate to say so. Please acknowledge receipt, that I may know that this has reached you safely.

I have never been connected, directly or indirectly, with the Illinois Central, and what is here written is, therefore, written from the viewpoint of an outsider, free from any partisan prejudice.

Yours very truly,
Edwin B. Parker.

"I guess, take it by and large, the Illinois Central Railroad is just about the best railroad in the world."—Thus spoke a veteran conductor whom I had engaged in conversation on a recent extended trip which I made over the Illinois Central lines. As my journey progressed, I not only found this sentiment echoed and re-echoed by officers and employes of the company of high and low degree, as well as by the shippers whom these lines serve, but gradually, and almost unconsciously, I found myself agreeing with them.

And this suggested the query: What are the several factors which, taken together, constitute the "best railroad in the world"?

The state, whose creator it is, has clothed it with numerous rights and powers—including the sovereign power of eminent domain—which carry with them the duty to serve the public. That railroad which serves the public best, and at the same time yields to its stockholders a reasonable return on their investment, is the "best railroad in the world."

Service implies physical excellence—a well conditioned road-bed, adequate motive power, a proper car supply, machine shops, efficient safety appliances, etc., etc. The initial cost of all these is enormous. The cost of maintenance is very great, and the funds for creating and maintaining these facilities must, directly or indirectly and ultimately, be supplied by the general public, either in the form of investments or from the earnings arising from the operation of the lines.

But the railroad with the most perfect physical equipment is not necessarily the "best railroad in the world." Unless it is officered and manned by men of character, ability, experience and vision, working together as one man, co-operating and playing the game with perfect team work, moved by a common purpose—the desire to render the maximum of service at the minimum of cost—the physical properties will be as

a magnificent statue into which has never been breathed the vitalizing energy of life. In its last analysis, it is the organization, from the president to the humblest call boy or section laborer or porter—the army of men under capable leadership, filled with energy, good cheer and optimism, with a clear vision of their goal toward which they are with confidence constantly moving—that is the chief and controlling factor entering into the production of the “best railroad in the world.”

And such an organization the Illinois Central possesses; or, more properly speaking, possesses the Illinois Central Railroad, for every one of the units of the organization with whom I came in contact referred to it as “our railroad” and felt the pardonable pride of proprietorship. I found not only the superintendents and train masters, but the train men, exulting in the remarkable increase in car mileage; in the fact that the yards were free of congestion and the cars kept moving; in the fact that, notwithstanding the money stringency, the management had established for the company such a favorable position in the public confidence that it had been able to find a way for financing the purchase at tremendous cost of a large number of additional locomotives and cars to better serve its patrons, which increased excellence of service will in turn inevitably bring increased business and revenue; I found that many of the men had grown up in or had long been in the service of the company; I found that in many instances the faith and confidence in the company, expressed in words by these employees, also found expression through their investing a substantial part of their earnings in stock of the company. Above all, I found that each and all of these officers and employees derived a very real satisfaction and happiness from giving to the company, and through the company to the public, the best there is in them; from rendering efficient services in a courteous manner, and in making of the organization and its physical properties a very real and powerful public servant.

But, I reflected, no athletic team ever achieved success without the careful training of an experienced coach. No football eleven, however strong the individual units, ever won a game save through team work, in response to the signals of the quarterback. No army ever moved forward to victory save in response to the carefully thought out plans and inspired by the contagious confidence and leadership of a great general.

I looked about me for the coach, the quarterback, the general, who had filled the Illinois Central organization with the invincible spirit of courteous and efficient service. One must be blind indeed not to discover him—his name is on the lips, not only of the members of his immediate staff, but of every employe down to the humblest. His personal example is constantly before them, stimulating and inspiring them to do their best. His democratic spirit, his demand for a “square deal,” his life of fair play, his open, frank, straightforward manner of dealing with all men and disposing of all problems great or small, bring him close to and give a human, personal, touch to his intercourse with all in the company’s service, whom he is pleased to regard as his associates, and who, as a consequence, are working *for him*.

I met Charles H. Markham, president of the Illinois Central lines, at the Chicago station. While he was chatting to a small group, a husky woman, evidently from the country, rushed up to us in great excitement and asked to be directed to the baggage room. Mr. Markham broke off his conversation, took the perturbed woman by the arm and showed her where she could get her baggage checked in time to catch her train—this all as a matter of course. *He “worked” for the Illinois Central.* There did not at the moment happen to be any other employe on hand to render this small courtesy. It was “up to him” and “Charlie” Markham never failed to discharge a duty.

It is this spirit—the Markham spirit—that permeates and grips the whole Illinois Central organization, individually and collectively, and that is driving it forward with irresistible force and energy in its career of efficiently serving all of the people of the large territory which it penetrates.

It is this spirit of service—the Markham spirit—that is fast converting the enemies and critics of railroads into friends willing and anxious to give to them sufficient revenue to enable them to render proper service together with a fair return on the investment.

It is this Markham spirit—the spirit of service, of fair play, of a square deal—that is fast solving and will ultimately solve the labor problems between railroad corporations and their employees.

It is this Markham spirit that is bringing happiness and good cheer into thousands of households, that is carrying the gospel of thrift to the thriftless, that is teaching the dignity and the salvation of work, that is impelling thousands to consecrate their lives to service in some form.

And as I left the lines of the Illinois Central and continued on my journey I could not but reflect how wonderful it would be if all of the responsible executives of our railroads, of our industries, of our commercial and banking institutions, were filled with the Markham spirit, and what a tremendous influence this would exert in the solution of our economic and social problems. I could not but reflect how Mr. Markham, in his quiet, modest way—I think in some measure, at least, quite unconsciously—is perhaps doing a greater and more constructive work than any evangelist in helping others on the road to right living.

And then I understood why, to the conductor whose words furnish an introduction to this sketch, and to thousands similarly situated, including its president, the Illinois Central is the "best railroad in the world."

Illinois Farmers Give Their Ideas On Co-Operation With the Illinois Central

The hostile attitude which has manifested itself in times past toward the railroads, and traces of which still linger in some quarters, has been the result, very largely, of a lack of information in regard to the problems of the railroads on the part of the public, and can be wiped out only through a vigorous system of education which will utilize every point of contact between the railroads and the public.

This is the outstanding impression which the writer brought back from a visit to Champaign County, Illinois, where, as a representative of the Illinois Central, he sought to obtain expressions from a score of representative farmers on railroad matters, particularly the service of the Illinois Central. The farmers were asked to tell exactly what they thought of the railroads and the Illinois Central and to make suggestions for improvement of the service which the Illinois Central offers its farmer patrons.

No two of the farmers made similar replies. Many flatly contradicted each other. The majority of them expressed a friendly attitude toward the railroads. Those who did not, and who were questioned as to the cause of their unfriendliness, showed plainly that their attitude had been based upon a lack of information, or, more often, upon actual misinformation.

Methods of better co-operation between the railroads and their farmer

patrons, to correct these outcroppings of unfriendliness, were discussed with a number of the farmers in various parts of the county. They all agreed that a better understanding of railroad problems is needed by the farmers. They praised President Markham for his step in sending an interviewer to get their viewpoint, declaring that it should result in assisting to that end of better understanding.

A suggestion bearing the ear-marks of practicability came out of the interview with Ed F. Webster, a young farmer living four miles from Rantoul. Mr. Webster owns his own farm, is secretary of the Champaign County Farm Bureau, is vice-president of the Farmers' Elevator Company at Prospect, his loading station, and takes a deep interest in better farm methods. He approved the suggestion that each county farm bureau appoint a railroad committee, to comprise a half dozen farmers who keep abreast of the times, who should confer frequently with the local railroad officials on railroad questions and make a study of transportation from the farmers' viewpoint, to be in a position to advise the bureau on matters coming up from time to time relating to the railroads and the farmers.

The same suggestion was made to a number of other farmers who are interested in the farm bureau, and they declared, too, that such a plan should produce good results, not only for the farm-

ers, but for the railroads. Mr. Webster announced that he would introduce the subject at the next meeting of the Champaign County Farm Bureau, with his approval.

C. H. Oathout of Champaign is farm adviser for Champaign County. He formerly managed an 800 acre farm in Champaign County, where he has lived for a number of years. His work brings him in touch with farmers generally throughout the county.

He said the railroads should be removed from the jurisdiction of the several state commissions and made answerable only to the Interstate Commerce Commission. He offered this as his first suggestion, declaring that, in his opinion, it would naturally work to the benefit of farmers generally.

A second suggestion was that every effort should be put forth by the railroads to make courtesy in the service a first consideration. The former hostility toward the railroads was discussed and Mr. Oathout declared it to be his opinion that hostility often had grown out of discourteous treatment. He was asked for his opinion on the brand of courtesy exhibited by Illinois Central employees, and this was his reply:

"Many of them are extremely courteous, but when a person considers courtesy he remembers only individual cases. I have never met more courteous men than some of the Illinois Central employees."

He named some of those who fell in that class, and continued: "But the railroad should make every effort to make courtesy a first consideration. Railroad employees are public servants."

A further suggestion was that each person through whose hands a shipment of freight passes be made individually responsible for the handling of that shipment. He declared that he had seen railroad employees deliberately handle freight carelessly.

He said the National Farm Bureau Federation should co-operate with the railroads in securing an even distribution of freight cars and better service from equipment.

J. W. Tummelson was interviewed on his farm near Leverett, now operated by his son, escaping from the duties of house-cleaning to have a chat with the interviewer over the fence. He insisted that passenger service should be improved, to take into consideration traveling from the smaller points to Champaign and Effingham and Kankakee. He admitted, however, that virtually all of his short-distance traveling is done by automobile. Mr. Tummelson declared that the flavor still lingers from some of the malpractices which he said were indulged in by some railroad employees during Government administration of the roads.

John Ehler, who owns three farms near Thomasboro, operated by himself and his sons, left the cornfield, where he was assisting the family of a sick neighbor in husking corn, to talk with the interviewer. His complaint was the car shortage, and he declared that farmers judge the railroads by their ability to get cars when cars are needed.

W. H. Wheat of Rantoul, who controls the operation of 6,000 acres of Champaign County farm land through the First National Bank of Rantoul, of which he is president, had many kind words to say of the Illinois Central service and employees and officials. He believes that farmers are more charitably inclined toward the railroads than they once were and suggested that every effort be made to increase the courtesy of service.

O. E. Williams of Rantoul, owner of 400 farm acres, spoke highly of the sort of treatment he had received from the Illinois Central and discussed the freight car shortage.

M. A. Walsh lives in Rantoul now and his 160 acre farm near Ludlow is farmed for him on the shares. He openly declared that the farmers are friendly toward the railroads. Many of those who indulge in criticism against the railroads because of their losses on their 1919 corn crop have only themselves to blame, he said, citing the case of his tenant. During the late spring he and his tenant had the opportunity to

market their corn crop. The market had fallen off a few points. The tenant asked his advice. He said he advised his tenant to sell and set the example by marketing his share of the corn. His tenant decided to wait, and still has his 1919 corn. Other farmers had the same experience, he said.

John Wood of Rantoul is a farm owner, banker and former elevator man. This was his reply to a question on Illinois Central service:

"The Illinois Central gives us better service than any other railroad. I would pay \$20,000 for an elevator on the Illinois Central for which I would not pay more than \$12,000 on any other road, simply because of the superior service of the Illinois Central."

Mr. Wood further declared that the railroads have not kept abreast of the times in buying equipment, and he placed the blame on the railroad managements. Discussing the low rates which prevented a guarantee sufficient to secure the capital for equipment investments, he indicated that the railroad men should have forced the issue of obtaining more commensurate rates.

Mr. Wood had words of praise for President Markham's plan of getting the farmers' viewpoint, in the effort to vitalize service.

Peter J. Murray left the dinner table at his home, two miles northwest of Rantoul, to talk with the interviewer, and said that Illinois Central employes had always treated him fairly and courteously. He mentioned the car shortage in as few words as the interviewer heard it put on the entire visit:

"There's the car shortage, but I realize the railroads are not responsible for that."

Mr. Murray gave his approval to the plan of interviewing farmers for suggestions on improving service.

Patsy Connor, who lives four miles northwest of Rantoul, was visited, also as he left the dinner table. He owns 320 fine acres. His experience with railroads led him to emphasize the car shortage. Otherwise, the Illinois Central service is of the best, he declared,

speaking highly of the courtesy of employes.

Mr. Webster, secretary of the Champaign County Farm Bureau, whose suggestion of the railroad committee is reported earlier in these lines, also had a word of praise for the get-together plan put forth by President Markham. He talked of the car shortage, and declared his belief that the "short line," Rantoul to Le Roy, had not received its share of cars.

A street-corner interview was held in Rantoul with the Illinois Central's representative, David and John Ingleman and L. M. Wilson as participants. David Ingleman, the senior, is a farm owner, but lives now in Rantoul: His son operates a farm seven miles northwest of the town and Mr. Wilson is his neighbor.

The interviewer's question as to opinions on Illinois Central service touched off a verbal barrage from the two younger men. The reporter took a mental dive for a shell-hole and when the barrage lifted discovered that the senior member of the party was on his side. He needed to ask no questions. The trio debated it out, the senior Mr. Ingleman championing the cause of the railroad, the son and his neighbor attacking it.

The prosecutors led off with various remarks anent the car shortage situation, its alleged causes, ramifications and workings out. They quoted trainmen who, they said, had told them wondrous tales of unused cars lying idle in terminals and of cars being hauled back and forth across lines empty, simply to pass the time away. They had believed them, without questioning the peculiar attitude of the trainmen responsible for their misinformation, for—"they were trainmen who had been in the service thirty years or more; they ought to know." The senior Mr. Ingleman challenged them, declaring the trainman-informants didn't know what they were talking about.

The younger men made various and sundry comments on losses to grain shippers. The elder man replied that the farmers who lost money oftentimes had only themselves to blame, that they held

corn for a higher market when they could have shipped.

"Anyway," the senior member of the party countered, "corn wouldn't have been so high if there had been plenty of cars; you know that. It never would have gone over \$1.25 a bushel."

Finally the discussion died out and the interviewer was allowed to present his summary of the debate. The younger men admitted the need of co-operation. The junior Mr. Ingleman suggested that extra stock trains making the night trip to the Chicago market provide a lighted car for the shippers accompanying their stock. He had ridden in a dark car, he said.

His father even headed this off with the suggestion that others in the car doubtlessly wanted to sleep.

The party broke up in good spirits.

The interviewer's trail took him to the home of Henry Franzen, six miles south-east of Rantoul, in the vicinity of Gifford. Mr. Franzen was located in the corn field, husking corn. He removed the husking peg to shake the interviewer's hand, while he talked about cars and railroad service. He praised the treatment he had been accorded by the Illinois Central.

Oltman Busboom owns a fine farm home in the same vicinity. He smoked the peace pipe with the interviewer while talking about railroad service. He approved the get-together plan of President Markham's and also thought the railroad committee of the Farm Bureau would work to the same end. He said he always had received most courteous treatment from the Illinois Central. Discussing the marketing of the 1919 corn crop he offered the conjecture that many farmers had lost through their own errors of judgment, while many actually had profited by the shortage of cars, since corn would not have been so high had the movement of traffic not been encumbered by the shortage.

J. W. Maxwell was driving a high-power corn-picker on his 400-acre Maple Lawn Farm, near Savoy, when the interviewer arrived. The reporter watched the process until the wagon was filled

with big white ears, when Mr. Maxwell came forward. His discussion of farm problems as related to railroads showed that he had been keeping abreast of the times, agriculturally.

His first suggestion had to do with the freight rate on fertilizer. He suggested that it be lowered, in order to induce farmers to use more, especially the commercial phosphates. He told of a farm meeting at Urbana in which had been reported the remarkable results obtained by use, once every four years, of phosphates for fertilization.

Good words were spoken for the Illinois Central, Mr. Maxwell declaring that he had never been unable to obtain a stock car when he asked for it and that he had always received most courteous treatment. He spoke very highly of the agent at Savoy, his shipping point.

The chronicler of these interviews once regarded with a certain skepticism the report that Julius Caesar, during the prime of his career, had been able to dictate six letters at once to as many clerks, and to keep them all busy, without losing the thread of thought in any one letter. He got the Twentieth Century parallel to J. Caesar's case when he visited at the home of State Senator H. M. Dunlap, near Savoy.

The senator owns a half section of farm land, one-half of which is in orchard. He also is president of a company which manages an 800-acre farm elsewhere in the state. His palatial home is fitted up with an office, into which he received the reporter. The call was made just as the senator was preparing to rush away to join the "Republican caravan," in which he was a speaker, and he talked railroad matters while he finished reading the morning mail, glanced through a sheaf of telegrams, gave final directions for the day's work in marketing apples and drew on his coat. The interview kept up until the senator had joined the driver in his automobile, and they were ready to be whisked away.

Senator Dunlap announced his pleasure that the railroads had been returned to private control and declared that al-

ready he had seen unmistakable evidences of improved service. Anent the matter of service, the senator offered this:

"I consider the service of the Illinois Central better than that of any road I deal with, and I ship over several."

He suggested that the railroad rate-makers and patrons confer oftener to iron out little matters of rates, citing the freight rates on bulk pears and bulk apples. The rate on pears is twice as high, while the market price of apples is twice that of the pears, he said.

O. E. Gates substituted for his father, P. J. Gates, a veteran Champaign County farmer, when the interviewer called, to find the father not at home.

"Dad grew up with the Illinois Central," the son said. "We have no complaint against the railroad. We know what the railroad means to us. The Illinois Central has done a lot of progressive things down here, and we're for you strong."

Mr. Gates spoke highly of the plan offered by Mr. Markham for getting the farmers' views on questions of service. He also talked of the program of education carried on by the Illinois Central, declaring it should be copied by other public service organizations. The suggestion was made that greater efforts should be addressed to securing the courtesy of employes, especially trainmen.

The senior Mr. Gates accepted the interviewer's invitation, extended through his son, to reduce his interview to writing and submit it through the mails. The letter came after the reporter's return to Chicago.

"The management of the road is so good that not much criticism can be made," Mr. Gates, senior, wrote. "The Illinois Central Railroad is handled in an up-to-date manner and is one of the best kept railroads in the United States, and I have had the pleasure of observing for forty-five years."

In the way of suggestions, Mr. Gates wrote of labor difficulties, observing that railroad employes often fail to give a full day's work for a full day's pay. As

a remedy, he suggested the employment of women as agents at many of the smaller stations.

"Of course, it would make some more work for the train crews," he wrote, "but I offer it as a suggestion from an observer."

"I would put up a cheap shed for shade for shippers, and would keep the pumps in loading pens in better order. A pump soon rusts out if not looked after often."

"You let men put up elevators at your stations. They should be compelled to sell coal, etc., and buy grain and do all this business at fair profits, which would make for contentment of all."

The Gates farm is on the county line between Champaign and Douglas counties, near Savoy. The residence of the father is in Champaign County, that of his son in Douglas. Their farm lies principally in Champaign County.

Charles Schurg of near Pesotum had a few words and a smile ready when the interviewer arrived. He spoke highly of his treatment at the hands of the Illinois Central, declared that the railroad committee plan should work out for the benefit of both the farmers and the railroad and agreed that lack of information or misinformation many times causes hostility.

The visit was not without its humorous side, too. The interviewer approached one farmer and announced his purpose.

"I am representing the Illinois Central," the reporter said. "President Markham is working out a plan for closer co-operation with the farmers in getting service and he has sent me out here to talk with Champaign County farmers and find out what you think of the railroad, and what suggestions you have for improved service. I am going to write a story about my trip for the Illinois Central Magazine and would like—"

"Well," the farmer broke in. "I'm takin' more papers now than I ever get a chance to read and don't think I can subscribe for any more!"

Public Co-Operation Needed by Railroads

New Attitude of People Will Avert Crisis, Says Head of Illinois Central

(This is the third of a series of twelve articles dealing with the experience of the railroads since their return to private ownership. Eight of the articles were written by railroad presidents, three by chairmen of executive committees or boards of directors and one by the chairman of the Association of Railway Executives. Each of these men has written on a subject in which he is especially interested, and each has made a real effort to give the country a message from his personal point of view.)

By C. H. Markham,
President of the Illinois Central
Railroad Company

Developing rapidly, but still largely undeveloped, the south, like other sections of the country, is feeling the pinch of a serious shortage of railroad transportation and may have to pause in order to give the railroads time to catch up with the growth of industry and agriculture. But I am an optimist and believe that this impediment will be removed in a comparatively short time and that the south's unexampled prosperity will not be seriously interrupted.

The growth of the south having overtaken and surpassed the capacity of its railroads, further development is wholly dependent upon the growth and expansion of the railroads. It is, therefore, imperative that the railroads expend hundreds of millions of dollars as promptly as the money can be secured by the sale of their securities in enlarging the railroad plant of the south so as to place it in advance of the development of this favored section. Double-tracking, enlarging of terminals and acquiring of additional equipment are among the larger items which will require the greatest expenditure of money. The owners and managers of these great properties are ready to spend the money.

Money—That's the Question

The paramount question is, when and where and at what rate of interest the money can be obtained.

It should be borne in mind that at the end of federal control, comparing 1916 with 1919, the southern carriers found that their operating revenues had increased 58.87 per cent, while operating expenses had increased 110.88 per cent; that the operating ratio had gone from 66.63 per cent in 1916 to 88.44 per cent in 1919; that net income in this period had decreased 62.88 per cent and that the rate of return on property investment had fallen from 5.90 per cent in 1916 to 1.88 per cent in 1919.

It should also be borne in mind that railroad wages in five years have considerably more than doubled; that the cost of locomotives, cars and other materials and supplies has more than trebled; that a comparatively few years ago financially strong railroads could obtain money in abundance at from $3\frac{1}{2}$ to 4 per cent, and that the prevailing rate at the present time is double those rates; that the cost of coal has trebled, and that all other commodities which must be used in quantities in the maintenance of great railroad properties have substantially increased in price.

Have Faith in New Act.

On the surface the situation presented does not look very encouraging, but railroad managers and owners have faith in the efficacy of the new transportation act and the honesty and sincerity of purpose of the interstate commerce commission in applying it with fairness and liberality, and face the future with confidence.

For years students of railroad transportation fundamentals have been warning the public that a peril caused by shortage of transportation was impending because railroad credit was being destroyed by a process of strangulation

of the railroads through intense regulation of forty-eight states and the national government, and that if the peril came it would prove more hurtful to industry, to agriculture and the public generally than to the railroads themselves. We have not exactly encountered this peril in its entirety, but for some time we have been almost touching the edges of it.

Steering Away From Peril

We have gotten close enough to it to enable us to realize that it is a thing to be dreaded above all other things and to be avoided at any cost. Fortunately, we are beginning to steer away from it, and once at a safe distance we shall be safe for many years to come.

A prominent lumberman of the south, who had for many years been very active in fighting all rate increases applied for by the railroads, came to me recently and asked if there was anything he could do to help the railroads. He said it was no longer a question of rates in his business, but was now entirely a question of cars. His bankers were threatening to cut off his credit because he could not get cars to ship the products of his mills. If his credit were cut off that would mean the shutting down of his mills.

He said it had recently dawned upon him for the first time that people with money to invest could not be forced to invest it in railroad securities and that the railroads could not continue to buy locomotives, steel rails, tires and other materials necessary to maintain and enlarge their properties if they could not sell their securities. He wanted me to know that he had undergone a complete change of heart and mind on the railroad question; that he had in the past acted without vision; that he now

viewed the railroads in an entirely different light and realized fully that the prosperity of his own business depended upon the prosperity of the railroads, but it took a terrible lesson in experience to teach this man this fundamental truth.

Change in Public Expected

I believe that the lesson which we have learned in the hard school of experience through which we are now passing will not be without its compensations, and among those compensations will be a complete change in the policy of the public toward the railroads, and that the railroads, if given time to recuperate, will soon take their old time place of leadership in the development of the south and every other section of the country.

There are many signs which indicate that the public is growing more friendly and anxious to help the railroads; that railroad labor is settling down and will henceforth render a full day's work for a full day's pay, and that the railroads and the public will not be troubled so much in the future with sporadic strikes; that the interstate commerce commission will apply the new transportation act liberally with the view of restoring the credit of the railroads, which will mean that the tide of money will again flow toward railroad securities.

When these things become realities the great railroad crisis will remain only as a memory.

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(Tomorrow J. E. Gorman, president of the Chicago, Rock Island & Pacific, will discuss railroad conditions in the southwest.)

Chicago Daily News, October 13, 1920.



H. B. Hull and C. A. Tweedy Address Convention of Watch Inspectors

The Watch Inspectors on the ten railroads under the jurisdiction of Mr. Webb C. Ball held one of their annual meetings in the Gold Room of the Congress Hotel, Chicago, October 26 and 27. About 300 were present and much interest was manifested.

Two Illinois Central men delivered addresses, Mr. H. B. Hull, representing Vice-President L. W. Baldwin, who was on the program, but was called out of the city and could not fill his appointment, and Mr. C. A. Tweedy, General Chairman of the Brotherhood of Locomotive Firemen and Engineers. Mr. Hull's talk was informal. Mr. Tweedy discussed "What Is Necessary to Secure the Co-Operation and Confidence of Employees in the Maintenance of Dependable Time Service?"

Mr. Hull referred to the executive officers of the Illinois Central as men who had come up through the ranks through sheer merit, exhibited through hard work and proven ability, and declared that any engineer's boy, any conductor's boy, or brakeman's boy, or section foreman's boy, entering the service of the railroad has the same chance to become an executive as the present executives had when they, as boys, began their railroad careers.

The insidious propaganda which had been used against the railroads for fifteen years before the war was referred to—a propaganda which greatly impaired the credit of the railroads and brought them, and the country, to the brink of ruin. A mistake was made, he said, in allowing this propaganda to go unchallenged.

A few months ago, Mr. Hull said, there was much talk to the effect that the railroads had broken down. The Illinois Central management, he said, decided to launch a counter propaganda—wholesome, and based upon truth, every word of which could be verified—

and made an announcement giving the gross ton miles of freight hauled, and passengers carried one mile, by years, for a period of ten years. This statement showed that on practically the same miles of track the business of the company had grown year by year until, by the end of the ten-year period, it had almost doubled. This announcement covered only the Illinois Central, but the assumption was that all other railroads had no doubt done as well as had the Illinois Central.

Mr. Hull said that since the railroads had been returned to their owners they had accomplished wonders in the way of increasing efficiency. As example, he cited that the railroads up to September 25, this year, had moved 51,500,000 more tons of coal than they moved in the corresponding period of last year, and that this feat had been accomplished in spite of the "outlaw" strike. He reported that the average daily movement of coal cars on the Illinois Central System in the month of September attained 44.26 miles per car per day, a new record. This compares, he said, with 36 miles per coal car per day during the corresponding month of the previous year.

Mr. Hull concluded his address as follows:

"I believe the times demand that every person affiliated with the railroad industry—the greatest industry in the United States—make a serious study of his business—not only that immediate field to which his labor is pledged, but of transportation business as a whole. I believe that every railroad man should be informed on railroad questions, should know what the railroads are doing in their efforts to meet the situation into which they have been plunged upon return from twenty-six months of Federal control, and why they are doing those things, and whether they are doing

them in the most efficient way. I believe that every railroad man should be an apostle of right-thinking, taking advantage of every opportunity to spread correct information on railroad conditions and encourage wholesome public thought and discussion on railroad topics.

"The railroads are making strenuous efforts to win public support and approval. They cannot succeed unless railroad men themselves are informed and have correct opinions.

"If you should forget everything else I may have said, I should be pleased if I might know that I have left this thought with you: the importance—the absolute necessity—of every railroad workman being fully informed, not only upon his branch of the industry, but upon the industry as a whole. I earnestly commend it to your serious consideration."

Mr. Tweedy's Address

Mr. Tweedy, always popular with any audience, and particularly one made up wholly or in part with Illinois Central men, was at his best.

He told about a number of instances of which he had personal knowledge in regard to the watch inspectors of the Illinois Central protecting the men by doing them little favors which cost them nothing but which meant much to the men.

Mr. Tweedy said that he thought one of the most important works that could be done on the railroads—a work in which the watch inspectors could render material assistance because they are men of affairs and men of probity and generally looked up to by the railroad men—was to help weed out the unfit among young railroad men while they are still young, and thus help the railroads and the brotherhoods to get rid of these men for the safety of the other men and the good of the railroads. Mr. Tweedy scored quite a point on this subject. He said the mistake too often was made of

permitting unfit men to continue in the service until they caused the loss or the maiming of useful lives, and thus decreased the standard by which railroad men are judged.

Mr. Tweedy also told some good stories, which greatly enlivened the occasion. He repeated one which he said President Wilson had told on himself. He said President Wilson, a great admirer of Mark Twain's writings, had stopped off between trains at Hannibal, Mo., for the purpose of visiting Mark Twain's boyhood home. He had understood that the residence belonged to the city and had been preserved, and he was anxious to see it. When President Wilson left the railroad premises at Hannibal he strolled up Main Street and met a resident of the city and asked him to direct him to the old home of Samuel Clemens. The resident scratched his head and said:

"There ain't no Clemenses about here that I knows of and never was any. Leastwise, I never heard of any."

"But," said President Wilson, "Perhaps you will remember Samuel Clemens as Mark Twain, the name by which he was best known."

The resident scratched his head again and replied that he had never heard of any Mark Twains around those parts either.

President Wilson then suggested to the resident that perhaps he would remember some of Mark Twain's characters. He mentioned Tom Sawyer. The resident said he had never heard of him. President Wilson then asked him if he had ever heard of Huckleberry Finn, to which the resident replied that he had not.

"Have you ever heard of Injun' Jo?" asked the President. The resident said he had never heard of him.

"Nor about Puddin' Head Wilson?" suggested the President.

"Yes," said the resident, "I have heard of him. I voted for him for President in the last national election."

Illinois Central's 1920 Bill For New Equipment Totals \$27,109,768

The railroads of the United States have not been able to move promptly all the traffic offered, and business has suffered. This condition has been caused, very largely, by a lack of locomotives and cars. The railroads are not to blame. For a decade preceding the war an anti-railroad spirit prevented the levying of rates which would guarantee an investment return sufficient to attract capital for financing the purchasing of adequate equipment; and during Federal control equipment purchased fell far short of the average of the preceding years.

Now that the railroads have been returned to the control of their owners and more adequate rates have been awarded, the purchase of equipment has increased greatly. The Illinois Central has placed orders to date for locomotives and cars which will cost \$27,109,768. The purchases include:

150 Locomotives	20 Suburban Coaches
2150 Coal Cars	12 Compartment Coaches
1000 Refrigerator Cars	18 Baggage Cars
500 Stock Cars	5 Dining Cars
300 Box Cars	50 Caboose Cars
200 Flat Cars	

A part of this equipment has been received. Further deliveries are under way, and will be kept up for a period of twelve months.

The 150 locomotives cost \$11,809,675. One hundred are for freight service and are 40 per cent larger in tractive power than any now in general use on our lines. Twenty-five are for passenger service and twenty-five are for switch service. Their delivery will begin this month and will be completed early next year.

The 4,150 freight cars cost \$13,473,600. We have received 1,500 coal cars. The delivery of the remainder has begun and will extend over a period of twelve months.

The fifty-five cars for passenger train service cost \$1,676,493. They will be delivered during the first three months of next year.

The fifty caboose cars cost \$150,000. Nineteen have been delivered—the balance will be ready January 1st.

In addition to this amount expended for new equipment, the Illinois Central System has appropriated \$8,000,000 since the return of its property for enlargement of roadway facilities. Much of this work is under way.

While the growth of the Illinois Central System may not have kept pace with the growth of business in the territory served by it, that it has not stood still is evidenced by the fact that during the past ten years it has expended \$169,279,178 for additions and betterments to its property.

Your attention is invited to these figures as testimony that our first consideration is service to the public.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central Railroad Company.

Public Opinion

HUEY LONG'S RAIL STAND RUINOUS TO ROADS AND BUSINESS SAYS MARKHAM.

Replying to the dissenting opinion of Huey P. Long, railroad commissioner, relative to the stand taken by the Louisiana railroad commission in the recent rate increase case, C. H. Markham, president of the Illinois Central railroad, has written a letter to Commissioner Long, in which he declares that were Mr. Long's view that of the majority, most of the business of the country would come to a standstill.

Mr. Markham's letter to Commissioner Long follows:

Dear Sir—So fully convinced am I of the injustice to the railroads of the charges made in your dissenting opinion in the Louisiana rate case, as published in The New Orleans Item of the 4th instant, that I am driven to say a few words in reply.

May I ask that you try to imagine what the business situation of this country would be today if the majority members of the Railroad Commissioner of Louisiana, the majority members of the railroad commissions of all other states and the members of the Inter-state Commerce Commission were to take the same position that you have taken about this rate increase question. I can tell you that it would be chaotic—that business would be in a state of collapse everywhere and that the great port of New Orleans, of which we are all justly proud, would be at a standstill.

Fortunately, such a condition as this has been averted through the foresight and courage of the members of the Interstate Commerce Commission and the majority members of most of the state railroad commissions.

I have had exceptional opportunities for judging the railway service furnished the various sections of this country, having at different times been connected with railroads of the Pacific coast, the South, the Middle West and the East, and I venture the assertion, without fear of successful contradiction, that no state has relatively better railroad service than has the State of Louisiana, and that no city in the Union has relatively better railroad service, both freight and passenger, than has the city of New Orleans.

The railroads have had a large part in building up the great port of New Orleans, the second port in value of imports and exports in the United States. The truth is that the railroads entering New Orleans are striving to add to the business of the port—looking forward to its growth as a means of enlarging their own sources of revenue.

That being true, it is inconceivable that they would be neglecting this favored place which they have done so much to build up and upon which they base so much hope for their future growth and prosperity.

It is true that the railroads of Louisiana have not been able to handle all of the business that has been offered to them, but that is because of the attitude of the public during the anti-railroad era before the war, for which the public alone is to blame. The railroads were not then permitted to earn sufficient returns to retain the confidence of investors. Therefore, they could not borrow the money to buy cars, locomotives and extend the roadways in order to keep pace with the growth of industry and agriculture and if they could have borrowed the money under the conditions which obtained, they would not have been justified in doing so.

Railroad men frequently warned the public of the impending danger, but this was of no avail. J. J. Hill, eight years ago, went so far as to predict that the next great industrial calamity in this country would be caused by shortage of railway transportation, which would be due entirely to the public's attitude toward the carriers. You should, therefore, blame the public, and not the railroads, for the present shortage of transportation facilities in the state of Louisiana of which you complain.

I do not ask that anything true relating to the carriers be suppressed. On the other hand, I advocate the fullest publicity in all matters relating to them. The universal policy should be to let the public have the truth in regard to the carriers, but, above all things, not make charges against them which have no foundation in fact, because that simply misleads the public to the public's injury.

As example, you say in your statement that the railroads of Louisiana are rendering a service "probably further below the normal standard than elsewhere in America." I say that is an incorrect statement, and if the truth were known, the service in Louisiana is as good, if not better, than anywhere else in America. I will take the month of August, 1920, for comparative purposes, as it was a representative month, and compare it with the corresponding month of the year 1912. In August, 1920, the gross ton miles of freight hauled on the Illinois Central system were 3,251,841,000 as against 1,954,228,699 in the corresponding month of 1912, or an increase of 66 per cent. The gross ton miles of freight hauled in the state of Louisiana in August, 1920, were 157,304,000 as against 69,339,688 in the corresponding month of 1912, or an increase of

126 per cent. The increase in service was therefore practically twice as great in the state of Louisiana as elsewhere on the Illinois Central system.

You say "the cramped car condition has, during the past months, been far worse in Louisiana than in most of the other states." It is evident that you are not familiar with conditions elsewhere or you would not have made that statement. During the month of August, 1920, there were an average of 5,719 revenue freight cars employed daily in the state of Louisiana, or 9 per cent of the total number of cars employed on the entire Illinois Central system, in spite of the fact that only 5 per cent of the system's road mileage is located in the state of Louisiana—also in spite of the fact that the gross ton miles of freight handled in the state of Louisiana during the month of August, 1920, as compared with the balance of the system, was only 4.8 per cent.

You say "the equipment furnished the passenger trains operating in this state particularly for branch lines, is below the standard of that used in most other states." That is absolutely incorrect, so far as the Illinois Central and Yazoo and Mississippi Valley railroads are concerned. The trains of the Illinois Central and the Yazoo and Mississippi Valley railroads in the state of Louisiana contain all steel cars to the extent of 81 per cent, while the trains of the entire system as a whole contain all steel cars to the extent of only 53 per cent. No other state on the Illinois Central system enjoys better passenger train service, nor better equipped passenger trains, than does the state of Louisiana. The Panama Limited which, through merit, has gained the reputation of being "the finest train in the world," was installed at an expense for equipment alone of approximately three million dollars, largely for the purpose of serving and advertising the great city of New Orleans, the proud metropolis of your state. No other train in the world excels this train in the number of times it reaches its destination on time per year. For the business done, the number of trains serving the state of Louisiana, and the character of the equipment, measures up to a high standard.

You say the raise in rates is for the purpose of meeting the awards of the Labor Board. It is true that is one of the reasons. Is that not a perfectly valid reason? In 1917 the total operating expenses of the railroads of the country were \$2,800,000,000, while the pay roll alone this year will aggregate \$3,610,000,000. In addition, the cost of locomotives, cars and other materials has more than trebled. A few years ago, the rate of interest was $3\frac{1}{2}$ and 4 per cent, while the prevailing rate is double those rates; the cost of coke has trebled and all other com-

modities which the railroads must have in order to render the service which you demand have greatly increased in cost. These burdens the railroads are bearing, and yet, you not only withhold your support, but actually put out a statement that is damaging to the railroads. And at the same time you demand a better railroad service!

You even bring out for another airing that time-worn charge that the railroads are over-capitalized. You say that "for some years the amount of flotations on the open market far exceeded the intrinsic value of railroad properties." That old charge has been exploded so often that it seems scarcely necessary to mention it again, but since you have mentioned it, I should like to state that for a number of years the Interstate Commerce Commission has been engaged, at a total expense of about \$20,000,000, according to C. A. Prouty, director of railroad valuation, in collecting information in regard to the value of the carriers, and that the carriers themselves have been doing the same work. Practically all of the information collected up to this time discredits the oft-repeated charge of over-capitalization. In this connection, figures showing the capitalization of American railroads per mile in comparison with the capitalization of the railroads of the other principal countries of the world may be of interest. I give you this information based upon the latest figures available, as follows:

Belgium	\$216,143
France	150,439
Japan	99,184
Germany	120,049
United Kingdom.....	275,590
United States.....	67,799

The development of agriculture and industry in the state of Louisiana and the growth of the port of New Orleans are wrapped up in the development of the carriers entering Louisiana. Therefore, it seems to me that the effect of such a statement as you have put out in regard to the carriers of Louisiana is somewhat like throwing a monkey-wrench into a delicate piece of machinery. The railroad situation in Louisiana will be damaged and retarded to the extent that your statement is read and believed and supported by the people of Louisiana. It is perfectly clear that the carriers cannot solve their problems without the support of the public. Yours very truly,

(Signed) C. H. MARKHAM.

New Orleans, La., Item, Oct. 14, 1920.

TRAIN COSTS EAST BIG.

Freight Cost for One Mile in July \$1.897,
Passenger \$1.03.

The cost of running a passenger train is much less than a freight, according to the Coal Review of the National Coal association.

"The Interstate Commerce Commission figures for July, covering all class 1 roads, which operate 230,766 main-line miles of trackage in the country, show that while the cost of running a freight train one mile in July was \$1.897, the cost of running a passenger train over the same mile of track was but \$1.03.

"Incidentally, it costs considerably less to run a passenger train in the northwest or in the south than it does anywhere else. The cost per mile in the northwestern section of the country was but 89.7 cents (just an even dollar under the average cost of running a freight train a mile), and the cost of running a passenger train a mile on southern roads was only 95.5 cents. In New England the cost was much higher, being \$1.429, and worth the difference, according to accounts of some passenger trains in the afflicted sections. In the great lakes section the average cost of running a passenger train a mile was \$1.035; in the Ohio-Indiana-Allegheny section \$1.066, in the Pocahontas section \$1.012 and in the southwestern section \$1.007.

"The most of running a freight train a mile in these sections was: New England, \$2.39; Great Lakes, \$2.095; Ohio-Indiana-Allegheny, \$2.215; Pocahontas, \$2.155; southern, \$1.545; northwestern, \$1.633; central western, \$1.832, and southwestern, \$1.724."—*Chicago, Ill., Post, Oct. 20, 1920.*

COUNSELS "SANITY"

The cleavage between his own ideals and to what should constitute the true aims of union labor and the practices of some unions is too wide for him longer to remain at the head of the Baltimore Federation of Labor, said John H. Ferguson in resigning as president of that body.

Reports are in circulation that friends of Ferguson will request him to continue in office. A prominent member of the federation stated that such a movement would be made tomorrow night. Ferguson, however, declared that he knew nothing of such intentions and said there were no strings on his resignation.

In his letter of resignation, Ferguson ad-

vises organized labor to "about face," to cease seeking visionary Utopias and to view the relation between labor and capital in a "sane, right and practical manner." He scores the "autocracy of labor," as he would the autocracy of the German kaiser, and declares that the government is for all the people and not for any class.

He said in part:

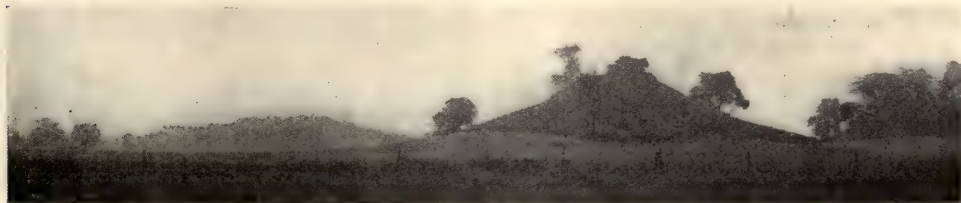
"I have long contemplated such action (resigning) because I have been forced to realize that the present beliefs of trade unionism have grown away from me.

"Frequently I have heard during debate the expression that organized labor must stand so solidified that it will rule the nation. I yield to no one in my respect and sympathy for labor, or in my cordial and sincere advocacy of its just and reasonable claims. But the rulership of this nation will and ought to belong to no one class. I am persuaded it ought to belong neither to labor nor to capital, nor to any other class. I do not believe in the autocracy of a kaiser or a president, or a group of labor, or a group of capital. I believe our government is for the people.

"It is well known to many that I could have made a bid for cheap popularity had I encouraged the plans of those who recklessly, calculatingly or ignorantly raised expectations which cannot, or which ought not be fulfilled. I would not have been a genuine friend or sound counselor had I not insisted in dealing with all things with common sense, mutual trust, with respect to all.

"Organized labor should about face. The way to progress is not to pull everybody down to a level of mediocrity. Rather should you stimulate individual effort and strive to raise the general level of well-being and opportunity.

"Material success should not be abolished; poverty and justified discontent should be abolished. You cannot abolish poverty by division, but only by multiplication. It is not by the spoilation of some, but by creating larger assets and broader opportunity for all that national well-being can and must be enhanced."—Baltimore, Md., dispatch in the St. Louis (Mo.) Globe-Democrat, October 6, 1920.



World Famous Works of the Mound Builders in the vicinity of East St. Louis, Ill.

East St. Louis, Ill.

A Brief Sketch of Its Achievements and Advantages

By W. H. Rhedemeyer, Agent, who Acknowledges with thanks Assistance Rendered by the East St. Louis Chamber of Commerce

East St. Louis, a city of 90,000 inhabitants, has become known as "The Central Industrial Center," owing to its geographical location.

Situated in St. Clair County, Illinois, on the Mississippi River, St. Louis on the opposite shore in Missouri is connected with this great industrial center by four massive bridges.

One of the Greatest Transportation Centers in America.

The least that may be said in praise of the transportation facilities of East St. Louis is that they are unexcelled. As a railroad center, this is not only one of the two or three largest, but it is, also, in regard to the number of trunk lines and the perfection of service, the first and best. Investigation furnishes the convincing proof that East St. Louis is unequal in transportation accommodations.

Thirty-six railroads enter East St. Louis from all directions. As Chart No. 1 shows, this is the terminus of the principal Eastern, Western, Northern and Southern trunk lines. All of these carriers meet here.

In the terminals and yards there are thousands and thousands of miles of track, enough to build several roads from the Atlantic Ocean to the Pacific.

As in no other industrial center, there are four complete belt lines in East St. Louis. The belt lines cross and connect with the railroads, and also co-ordinate with the six docks on the river front. East St. Louis is the only industrial or transportation center with so extensive or perfect a system.

The transportation facilities are incomparable. They effect the correlative equilibrium of supply, production and distribution. This balance exists nowhere else.

By the shortest routes competitive lines enter East St. Louis from the various districts of primary output or supply, whether of forest, mine or farm.

Competitive lines branch out, in all directions, to the leading markets, or principal marts or territories of consumption.

Nineteen Coal Carriers.

As these facilities are in East St. Louis, the outgoing trains are made up here, and the incoming trains are broken up here. Shippers have switch-tracks in their factories, and depots nearby for handling merchandise or less-than-carload freight.

The great coal mining region of Illinois begins at the city limits. The nearest mines are but four miles from the belt lines.

Within ten miles of the downtown section of East St. Louis are mines which produce enough coal to meet the industrial and domestic requirements of a city of 2,000,000 inhabitants or more.

Nineteen railroads haul coal into East St. Louis. Both steam and electric carriers are engaged in the coal traffic. The Gundlach gravity line moves coal in the mine cars from the face of the coal in the mine, to the bluffs at the eastern city limits, where the coal is dumped in wagons and railroad coal cars.

In transportation East St. Louis affords the best service and the lowest cost. The surpassing advantages are: Unequaled facilities, short hauls for raw materials and products, quick movement of carload and less than carload freight, and, because of the short hauls to and from the basing point, the lowest cost of transportation.

For jobbing, as well as manufacture, the transportation advantages of East St. Louis are peerless.

Four Bridges Across the Mississippi.

Four bridges span the Mississippi River, joining East St. Louis. The Eads bridge, which extends from the chief retail district of St. Louis to the retail district of East St. Louis, is owned by the Terminal Railroad Association. It is a railroad and highway crossing. The upper roadway accommodates trolley cars, vehicles and pedestrians, while the lower roadway is devoted to steam railroad freight and passenger traffic.

The St. Louis municipal bridge is a railroad and street bridge. The upper roadway has tracks for trolley cars and as a thoroughfare for vehicles and pedestrians, while the railroad trainway is beneath.

The St. Louis Merchants' bridge, is exclusively a steam railroad bridge.

The McKinley bridge, owned by the Illinois Traction System, is renowned as the largest electric railway crossing in the world. It is used by the Illinois Traction System and East St. Louis & Suburban System.

Waterway is a New Transportation Factor.

After the rivers served their original benefit to mankind in aiding the discovery and occupation of new territory, and expe-

ding the march of civilization, the railroads displaced them as arteries of transportation, and the opinion became general that they never would carry much traffic again. But the rivers and the rural highways have become indispensable under modern conditions, and transportation now signifies the railway, the waterway and the highway.

East St. Louis is situated at the very center of the inland waterway, and, with access to the Gulf of Mexico and Lake Michigan, is a seaport.

Boats and barges are operated at present on the Mississippi, Illinois, Missouri, Ohio, Tennessee, Wichita, Warrior, Black and Red Rivers, as far north as Minneapolis and St. Paul, as far south as New Orleans, on the Illinois River to within twenty miles of Chicago, on the Missouri as far as Kansas City, on the Ohio to Pittsburgh, and down the Tennessee to Florence, Ala. Improve-

ments are now under way which will soon open navigation on the Illinois River to Chicago.

East St. Louis was the leader in restoring transportation on the inland waterway, and at this time is still foremost.

The National Stock Yards Company, which owns and manages the stock yards and horse and mule market, has docks for the loading and unloading of live stocks. These docks are on the river front, at Winters street.

Huge floating docks and terminals to cost \$800,000 are being constructed a short distance north of the municipal bridge. The tracks of the Terminal Railroad Association will connect with these docks. This terminal will be a covered steel barge, 250 feet long by 75 feet wide, and it will be equipped with electric freight-handling machinery.

The State of Illinois is completing im-

Second Largest Transportation Center





REFINERY OF ALUMINUM ORE CO., EAST ST. LOUIS, ILL.

provements to the Illinois and DesPlaines Rivers which will make the Illinois River navigable all the way to Chicago, and which will connect East St. Louis with Lake Michigan. Transportation now reaches to within twenty miles of Chicago. The work will cost the State \$20,000,000.

Here we have one of the large freight terminals on the Illinois Central Railroad, and the largest terminal in East St. Louis, handling freight and loading solid cars with L. C. L. freight for various points in the United States, and which contain L. C. L. freight for practically every point of destina-

nage necessitated the construction of the present large, new and modern office and warehouses, which were completed in November, 1918, and which, owing to the great volume of freight handled to and from the territory served by the Illinois Central Railroad and connections, are almost taxed to their capacity at the present time.

In addition to the offices and warehouses, there was also constructed within the past ten years, round houses, machine shops, yard offices and other buildings, to take care of the ever increasing traffic moving thru this gateway.



tion in the United States and for export to the North and South American continents and to Europe, Asia, Africa and Oceania.

The terminal in 1896 was taken over by the Illinois Central, together with the other properties formerly comprising the St. Louis, Alton & Terre Haute Railroad. In that year the gross tonnage handled thru the terminal was 1,231,756 tons; during the year 1919 just closed, there was handled thru the terminal, a total of 305,138 tons less than carload freight and the gross tonnage handled was 5,677,018 tons. This great increase in ton-

The normal force employed at the terminal is approximately 1,200, with a monthly pay roll of approximately \$200,000.

The above photograph shows the office, garage and part of the warehouses of the McMahon Transfer Co.

These people are engaged in a general warehousing, hauling and transfer business and handle the accounts of a number of nationally known concerns. On account of the many advantages of East St. Louis, from a traffic standpoint, these firms have found that they can save considerable money in



freight rates by shipping to the McMahon Transfer Co. in carload lots which are then broken up and distributed through the west and southwest.

Their Mr. Crowe, who has charge of the railroad end of their business, is one of the best posted traffic men in the country, while their thorough organization and ample capital puts them in position to render more than usually satisfactory service to their clients.

The McMahon Transfer Co., while operating a fleet of trucks, still maintain a large number of teams as they find teams more suitable than trucks for certain classes of business and they are always in the market

Illinois is inexhaustible. The Illinois fields are the second largest in America. They begin at the city limits of East St. Louis. St. Clair County, in which East St. Louis is located, produced 5,989,187 tons in 1919, and Madison County, part of which is in the East St. Louis District, produced 3,929,544 tons.

Water is another cheap essential. The East St. Louis & Interurban Water Company supplies the district with water from the Mississippi River. The water is clarified, filtered and purified, and is crystal clear. The company has a pumping and distributing system which is modern in every respect.



for the best type of heavy draft horses. Their thoroughly up to the minute equipment and large plant puts them in an especially favorable position to handle business intrusted to them with promptness and dispatch and they are considered the leading people in their line.

Adjuncts of Manufacture in Vicinity.

The existence in and near East St. Louis of many of the necessary adjuncts of manufacture, and the availability of others at short distances, multiply the many advantages, which, in combination, strengthen and accentuate the industrial supremacy of this thriving and growing industrial center.

Coal is an imperative requisite of manufacture. The quantity of coal unmined in

Artesian water is used by industries in enormous quantities for all manufacturing purposes. Wells are bored into the ground 50 to 150 feet, and the water is pumped up at a maximum cost, on the present basis, of one cent per 1,000 gallons. The pumping cost prior to the war never exceeded three-fourths of one cent per 1,000 gallons. This water is amenable to chemical treatment for various uses, and is good for drinking.

Limestone is procured in any quantity and any quality from the immense bluffs at the eastern edge of the city, and which continue north and south of the city for three hundred miles.

Beds of molding sand and refractory clay exist at the city limits, near Washington

Park and Caseyville. These deposits are found near and west of the bluffs.

Oil and natural gas are produced forty miles northeast of this city, in the vicinity of Staunton, and the gas is piped to the city limits by the St. Clair County Gas Company. This utility company not only furnishes gas to St. Clair County, but is arranging to operate a large coal-byproducts plant in East St. Louis.

Illinois coal is coked successfully. The Wallace process has been adopted by the St. Clair County Gas & Electric Company, while the St. Louis Coke & Chemical Company will employ the Roberts process in its big byproducts plant, which is under construction.

Additional adjuncts of manufacture which

facture, East St. Louis is one of the most important iron and steel centers and is the largest open-hearth, steel-casting center in the world.

Now that Illinois coal is coked successfully, the operation will not only cause this to be a greater iron and steel center, but a manufacturing center for utilizing the by-products of coal. The principal industries which will be developed through the utilization of coal by-products are: Chemical, Textile, Fertilizer, Roofing, Wood Preserving, Paint, and Dye.

Sources of Raw Materials.

Lead and zinc come from the nearby mines of Missouri and Kansas, and also from those of Colorado, Utah and Idaho.



Horse Market, East St. Louis, Ill.

are produced within fifty miles of East St. Louis are spar, silica, kaolin, minerals and clays.

Centrally Situated With Regard to Raw Materials.

Large and varied deposits of iron ore exist within 100 miles of East St. Louis, in Illinois and Missouri. East St. Louis is centrally situated in regard to the ore fields of Alabama, Tennessee, Wisconsin and Minnesota. It draws the ore advantageously from all the producing fields.

With the inexhaustible supplies of coal, fluxes and water, as well as the availability at favorable prices of the adjuncts of manu-

There are deposits of these minerals in Southern Illinois.

Bauxite is shipped to East St. Louis from Arkansas.

East St. Louis and the locality north of this city are the concentrating point for the leading oil companies which produce oil in the Mid-Continent Fields of Oklahoma and Kansas. Pipe lines run here from the producing districts, and large refineries are operated here.

Important Lumber Market.

This is the foremost hardwood lumber center and one of the leading general lumber centers. It is favorably located in relation

to the great forests of the United States, especially of the South. It lies between the great forests of the Northwest and of the Southeast.

Center of General Farm Production.

Consideration of the officially recorded fact that the center of farm production is 50 miles west of East St. Louis conclusively destroys the economic fallacy that agricultural commerce, in order to thrive best, requires its seat somewhere in the Northwest or Southeast. Any such a location obviously has the effect of restricting trade to a narrow sales field.

Factories operating in East St. Louis draw agricultural raw materials from all producing districts, and East St. Louis industries and jobbing concerns ship their products and wares into both the grain and cotton States. East St. Louis is the sole industrial center and commercial market which is conveniently situated, geographically, in relation to the grain States and the cotton States. Another significant movement is the diversification of agriculture in the South.

East St. Louis is the ideal market and manufacturing and jobbing center for all the farming districts. Its situation is favorable toward all of them.



Plant of Elliot Frog Switch Co., East St. Louis, Ill.

Taking agricultural production in its diversity and entirety, East St. Louis, being at its center, is the industrial and jobbing center which presents the most expansive business territory.

This is the third largest primary grain market, the fourth largest live stock market, the second largest hog market, and the largest horse and mule market. The corn center is only a few miles north of East St. Louis, the hog center about 100 miles north, the cattle, wheat and oats centers but slightly more than 100 miles north, and the horse and mule center just a few miles south of East St. Louis. The center of cotton production is in Northern Mississippi.

Fourth Largest Live Stock Market.

The National Stock Yards, composed of the meat packing plants, markets, exchanges, yards, terminals, pens and other facilities, represent an investment of \$20,000,000. This is the fourth largest live stock market in the world. The area included in the yards covers 600 acres, and the industry gives employment to 14,000 persons.

The value of the meat packing industry and allied businesses approximates \$400,000,000 per year.

East St. Louis has the fourth largest live stock market, the third largest hog market,

and the largest horse and mule market in the world.

The number of cattle received in 1919 was 1,472,830, while the number of those shipped was 503,728, a total of 1,976,558.

Hogs received totalled 3,650,534, and those shipped numbered 1,741,243, a total of 5,391,777.

Sheep received numbered 723,895, and those shipped, 165,658, a total of 889,463.

The number of horses and mules received was 250,311, and the number of those shipped was 252,414, a total of 502,725.

The grand total of live stock, exclusive of horses and mules, received and shipped during 1919 amounted to 8,257,798.

Stately Churches of All Denominations.

The Young Women's Christian Association has an excellent central establishment in the heart of town, at the southwest corner of Collinsville and St. Louis avenues, and the National Catholic Welfare Council has just completed a magnificent home for girls and interparish club on the southwest corner of Fifth street and St. Louis avenue. The Young Men's Christian Association has a railroad branch building at the southwest corner of Third street and Missouri avenue, and industrial branches at Sixteenth and Summit avenue, and Fifteenth and Bond avenue.

The principal Protestant churches are: First Baptist, United Brethren, First Christian, Plymouth Congregational, St. Paul's Episcopal, Emanuel Evangelical, First Methodist Episcopal, First Presbyterian and First Scientist. There are 120 churches of all denominations in East St. Louis.

The principal Catholic churches are: St. Elizabeth's, St. Henry's, St. Joseph's, St. Mary's, St. Patrick's, St. Phillip's, St. Regis and Sacred Heart.

Each Catholic church maintains a parochial school, and St. Teresa's Academy is an educational institution for girls. The parochial schools are modern in every respect, and are ably managed and conducted.

Model Public and Parochial School Systems.

East St. Louis is justly proud of her public school system. The progressive spirit of the people is exemplified through the ready and affirmative response to every opportunity to maintain and increase the efficiency of the institution where the boys and girls are prepared for efficient citizenship. The records show that every proposition that had for its object the increased efficiency of the school system has met with a hearty response on the part of the people.

This spirit of progress accounts for the many splendid school buildings in the city. No proposition to erect new school buildings has ever been rejected, and, considering the wonderful building programs that



have been inaugurated and completed, together with those now under consideration, this is, indeed, a record which speaks volumes for the educational interest of the young people of the city.

There are many large and commodious school structures, modern in every particular, fireproof and thoroughly equipped for a progressive educational corps.

The white and colored children are segregated, the white pupils occupying 25 buildings and the colored children occupying six buildings. The colored schools are organized, equipped and conducted the same as the white schools, and are under the immediate direction of colored officials and are served by a colored attendance officer.

Beautiful City of Homes.

East St. Louis is a city of homes; with but a limited number of apartments and flats. A new hotel of 300 rooms is under construction, and will be completed this year, and negotiations are pending for the building of a number of high-class apartment houses.

The city is beautified, cooled and shaded, in every section, by sycamore, elm, locust, poplar, willow, maple and oak trees. Residences and cottages nestle under the foliage in grassy lots with fronts varying from 25 to 200 feet. The homes are provided with all the conveniences of living.

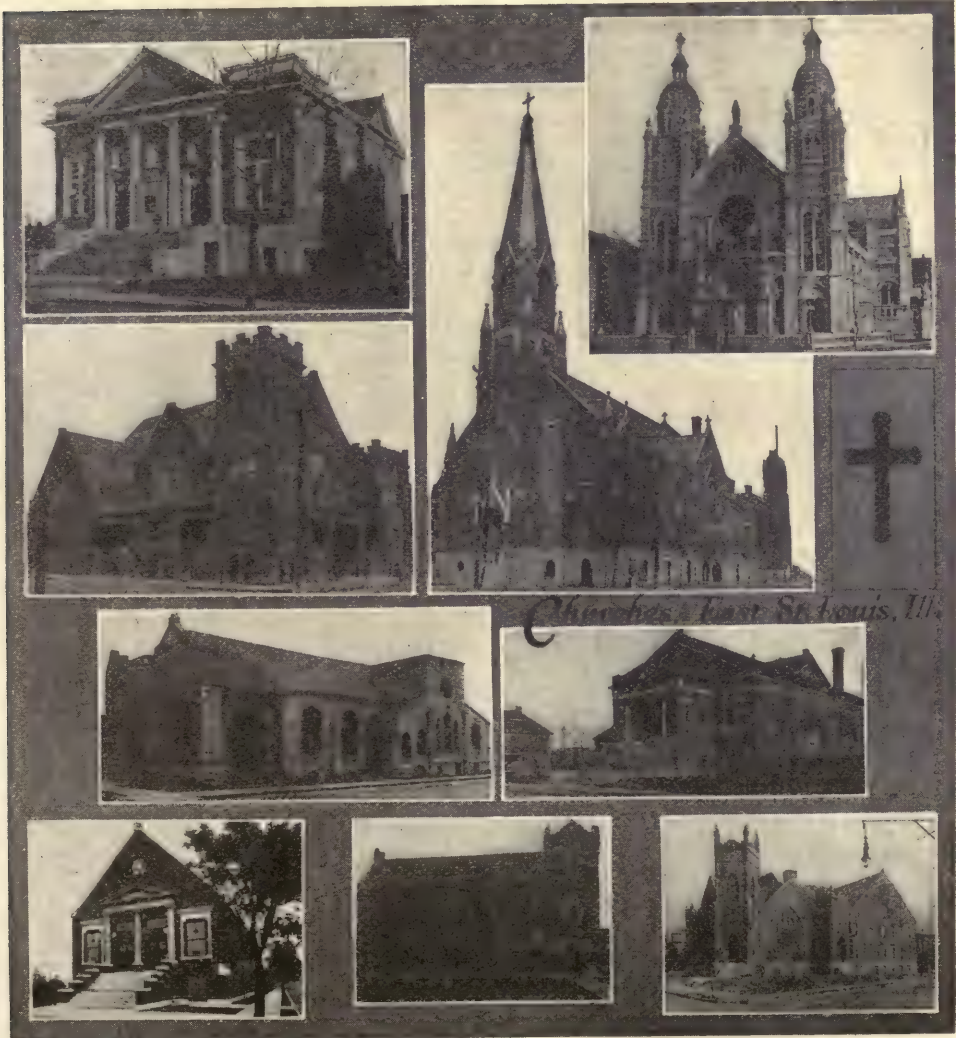
Principal among the residence districts are Signal Hill Place, which lies on the green bluffs at Edgemont; Lansdowne, in the northeastern part of town; Washington Park and Rosemont, at the northeastern city limits; Pennsylvania avenue, Summit avenue, Baugh avenue and other streets in the vicinity of Olivette Park, which is generally alluded to as the "Sunken Garden"; Washington Place and Columbia Place, both of which are in the attractive district near the down-town part of the city; Vogel Place, Post Place and similar places in the east end, near State street.

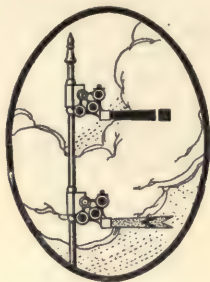
The cottages of mechanics and laborers are located conveniently along and near the

car lines, and their environment is as pleasant and salubrious as that in the finer districts, and they have electric light, gas, water and all the accommodations which add to convenience, comfort and economy. The residential sections of industrial employes are distributed among the manufacturing districts, and are, therefore, situated in different parts of town.

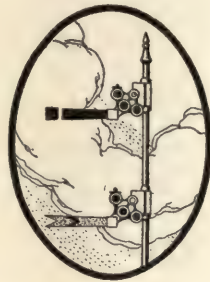
Contrary to a prevailing opinion, East St.

Louis is, in fact, one of the most enthralling residential cities in America. And the charm of the 25,000 homes will be further enhanced by stupendous street construction and improvement, which are at present under way. The existence of a vigorous civic pride, which is unexcelled anywhere, probably is the most convincing evidence that East St. Louis is an agreeable place to live in.





SAFETY FIRST



*Office of
Chairman, General Safety Committee*

Pointed Paragraphs

When caution becomes a habit, there will be but few accidents.

Self preservation is the first Law of Nature, therefore, "Safety First" is not new.

Do unto others as you would they should do unto you. See that other's Safety, as well as your own, is looked after.

Safety First means—help preserve humanity from suffering, both from accident and death, which deprives families of their support and protection.

Educate your children to Safety First Methods and it will follow them through life.

You should not be indifferent. Resolve that you will prevent accident to yourself and others, and keep this resolution.

Remember this Company's Rules say: "Do not put yourself in places where accident may happen, or allow others to do so." If you have inexperienced men with you, caution them, not once, but often, and if they show a careless disposition, they should not be retained, as they may cause accident to others, if not to themselves.

No move should be made without being considered Safe:

Thoughts flit like the second hand of a watch and can be centered on Safety long enough to avoid an accident.

It is said that "he who hesitates is lost." Do not believe because you hesitate and pursue the Safe course you will be lost.

ALWAYS BE CAREFUL!

Bureau of Explosives

New York City, October 15, 1920

B. C. L. No. 197

To Railroad Members of the Bureau:

The following recommendations of precautions to be observed in the unloading of tank cars of inflammable liquids through bottom discharge valves are issued with the unanimous approval of the principal members of the petroleum industry as shown by communications transmitted to the bureau by the American Petroleum Institute.

Individual railroads should arrange at once for a wide distribution of these instructions among all their representatives whose duties bring them in touch with such unloading operations and suitable action should be taken to insure compliance herewith.

Respectfully yours,

B. W. Dunn, Chief Inspector.

1. See that caution signs are placed between switch and first car on siding and left up until after car is unloaded and disconnected. Signs must be at least 12x15 inches in size and bear the words "STOP—Tank Car Connected" or "STOP—Men at Work," the word "STOP" being in letters at least 4 inches high and the other words in letters at least 2 inches high. The letters must be white on a blue background. If siding is open at both ends signs must be placed at each end.

2. Raise safety valve to see if there is any interior pressure in tank. Dome cover *must not* be removed while such pressure exists. Where pressure is found it must be reduced by cooling tank with water or relieved by raising and keeping safety valve open.

3. After pressure is released break seal and remove dome cover as follows:

Screw Type—Unscrew by placing bar between dome cover lug and knob.

Hinged and Bolted Type—Loosen all nuts one complete turn and then sufficiently more to open up cover.

Interior Manhole Type—Carefully remove all dirt and cinders from around cover and then loosen screw in yoke.

4. Move valve rod handle in dome back and forth a few times to see that outlet valve in bottom of tank is properly closed and seated. If valve apparatus is in proper adjustment the closed position of handle in contact with cam will indicate that the valve is closed.

5. Replace dome cover but do not entirely close so that air may enter tank for venting as follows:

Screw Type—Replace dome cover *directly* over dome opening, but *do not* engage the threads.

Hinged and Bolted Type—Place a small wooden block under one edge of cover.

Interior Manhole Type—Tighten up screw in yoke so that cover will be brought up within 1/2-inch of closed position.

6. Start removal of valve cap with suitable wrench, having a pail in position to catch any liquid that may be in outlet nozzle. If large outlet is to be used, remove reducer first loosening set screws. If valve cap or reducer does not unscrew easily, tap lightly with wooden mallet or wooden block in an upward direction. If leakage shows upon starting the removal of outlet valve cap, it should *not* be entirely removed but sufficient threads should be left engaged and sufficient time allowed to permit escape of any accumulation of liquid form from the outlet chamber before taking cap entirely off. If leakage continues, further efforts should be made to seat the outlet valve as per rule 4. If this fails screw the valve cap back to tight position and unload tank through the dome.

If it is found that the outlet chamber is blocked with frozen liquid, wrap with burlap or other rags and apply hot water or steam. Careful examination should be made to detect cracks in the outlet chamber. If a crack is found the tank should be unloaded through the dome. If no crack is found, proceed as directed in first section of this rule after the frozen liquid has been melted.

7. Attach unloading connections securely to nozzle or reducer and raise outlet valve by turning valve rod handle in dome.

8. When unloading through bottom outlet of cars equipped with interior manhole type of dome covers and in all cases where unloading is done through the dome opening (unless special dome covers are used, provided, with safety vent opening and tight connection for discharge outlet), the dome openings must be protected against entrance of sparks or other sources of ignition of vapor by being covered and surrounded with wet burlap. This must be kept damp by replacements or the application of water as needed.

9. Do not throw seals or other substances into the tank. Also care should be taken to avoid spilling any of the contents over car or tank.

10. After tank is unloaded replace dome cover, valve cap and reducer securely.

11. Inflammable placards and railroad defect cards must not be removed.

12. Remove all shipping cards from the

car and promptly notify railroad agent when car is empty.

13. Tank cars must not be allowed to stand with unloading connections attached after unloading is completed and employes must be in charge throughout the period of unloading.

14. If necessary to disconnect a tank car during unloading the outlet valve must first be closed and the outlet valve cap must be securely reapplied until unloading is resumed.

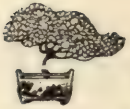
15. Cover ground around connections with fresh dry sand or dirt frequently, especially if oil or gasoline has been spilled previously.

16. Brakes should be set and wheels blocked on all cars unloaded on grade.

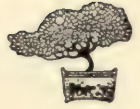
17. All tools and implements used in connection with unloading should be kept free from dirt and grit.

WARNING: KEEP LIGHTS AND FIRES AWAY.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

The Prevention of Colds

The approach of cooler weather brings to mind the probability of "catching cold" and all the accompanying discomforts; this thought, in turn, gives us reason to ask the question "how can I escape 'catching cold'—by taking medicine, by wearing warmer clothing or by avoiding drafts?"

Let us first understand what a cold is and then the means of prevention will be more easily mapped out and understood.

A cold usually is the result of too sudden cooling of the body giving rise to a dry burning feeling in the nose and throat and more or less general bodily discomfort. The time which elapses before these symptoms are made manifest varies in different people and may be as short as three hours or as long as twelve hours. This fact is largely the result of varying individual resistance, some people claiming that they never "take cold" and others being susceptible from very slight cause.

The important fact to be remembered is that "colds" are conveyed from one person to another by direct contact through the air, a person coughing or sneezing and failing to properly cover the nose or mouth during the act directly infecting others nearby who may breathe in some of the "droplets" projected into the air to a considerable distance. These droplets are dangerous things because they carry the active cause of so called "colds", viz:—the micro-organism which is the basic producing power of the disease in question.

It is said that misery loves company and one certainly believes this old saying when they observe careless people coughing, spitting and sneezing without properly protecting the mouth and nose by covering with the handkerchief. The objection to careless spitting has become so pronounced that many of the states have enacted laws against spitting on the sidewalks and in other public places and the cities have strict regulations against spitting on the sidewalk, arresting and fining offenders.

If it were only "colds" which are spread through the careless habits of people suf-

fering from this sickness the offense might not be considered so serious, but diphtheria, influenza, consumption and other grave diseases are communicated in just this way and the ordinary "cold" may prove the starting point for any of these "air-borne diseases."

Pneumonia has been proven to be an air-borne disease and can be transmitted through just such means, the Board of Health of one large City having recently placed it upon their list of "catching" diseases and isolating patients suffering from this disease.

The important point to be considered, however, is how we are to guard against such troubles—"by medicine, by warm clothes or by avoidance of drafts" and the means most potent for such avoidance can be lumped together in one phrase, viz:—by increasing body resistance. It might be well, at this point, to take this "increasing of body resistance" up in retail and specify some actual measures.

The skin is the container of the numerous sweat glands with which the body is provided and when covered with sweat, is susceptible to danger from too sudden cooling caused by exposure to cool drafts of air; it is well, therefore, to avoid taking chances in this direction and further, to increase resistance by hardening the skin by cold water baths followed by vigorous friction with a rough towel. The region of the chest, both back and front, is especially to be thus treated and no better means could be advised than to use cold water bathing each and every morning, following same by the use of a rough towel used until the skin glows redly. This method, used consistently and regularly, will so increase the natural resistance of the skin that it will result in fewer "colds" and greatly increase general bodily resistance. Our English cousins have nationally been accustomed to their "tub bath" and present the picture of ruddy and vigorous health. It is of interest to note the number of diseases which can be transmitted by the air route,

i. e. the droplet method; tuberculosis, pneumonia, influenza, smallpox, diphtheria, measles, scarlet fever, whooping cough and chicken-pox are all transferred by the droplet method, which can be materially lessened or even completely prevented by using due care in covering the mouth and nose in the act of coughing or sneezing and by exercising due caution in the act of spitting.

To go further with the "means of prevention" next might be mentioned the effects of proper clothing; for the person especially susceptible to "colds", the wearing of light or heavy woolen underwear, the careful change to overcoat or knitted jacket on going into the outer air after working in a warm room and of great importance, the removal of outer wraps when coming into a warmer locality or room.

This brings us to the avoidance of places and persons known to be dangerous, such

as the sick room, the crowded room, street car or poorly ventilated passenger coach. With regard to the last mentioned place, where avoidance is sometimes impossible on account of the necessity of travel (either as passenger or employe) it should be a point of especial consideration to see that the temperature does not get too high and that plenty of clean, pure air is admitted to the coach, it being remembered that a passenger coach can the more easily be well ventilated on account of its rapid motion through the air with the consequent forcible entrance of fresh air through the means provided and the exit of bad air through the overhead vents.

Finally, it is well to encourage elimination of waste products by the administration of a laxative and, should either chills or "that chilly feeling" be present, hot drinks to promote sweating and thus facilitate further elimination through the skin.



Purchasing & Supply Department

Line Stock

By E. H. Johnson, Supply Dept., Burnside

Line stock on the Illinois Central Railroad represents unapplied material on the waylands which has been shipped to various points for use either in construction of new facilities or in the maintenance of those already installed. This stock is carried at material yards maintained by the Roadway Department, at Section tool houses, maintainers' shanties, or distributed for immediate use along the right of way.

Line stock is in the custody of the General Storekeeper until used and it is his duty by keeping in close contact with same to assist the Roadway Department all possible in keeping this stock at a minimum.

Each Division Storekeeper handling Roadway material employs one or two material checkers, whose duty it is to maintain line stock records, showing the location of the various items on the Divisions served and by frequent trips over the line to see that materials are properly cared for to prevent deterioration. These Material Checkers work in close touch with the various Foremen of construction, as well as the Roadmasters and Supervisors, and by furnishing information as to surplus of various items located on the Divisions assist them in transferring material from one point to another to avoid the purchase of new.

Line stock records should be kept in such a manner as to show regular material by Supervisors' Districts and special material by jobs. These records are revised after Annual or special inventories, and afterward debited from shipping notices showing material shipped from storehouses. Invoices of material shipped by firms direct to the job and Forms 1169 showing material transferred from one Supervisor's District or Division to another, also with second hand material released when new is installed. The principal value of line stock records is in the ability to furnish information to the General Storekeeper and Officials of Roadway Department of location of material available for transfer, not only between Supervisors' Districts of the same Division but also between Divisions when necessary, and should, therefore, have the earnest cooperation of Roadway officials at all times.

For the benefit of those unaccustomed to the handling of line stock, I am giving a general synopsis of operations now in force on this Railroad.

Requisitions

Requisitions are made by the Roadmaster or proper Officer for such materials as are required, which, when properly approved, are forwarded to the Storehouse for handling. These requisitions are compared with the line stock record and where surplus of any of the items is shown, transfer is arranged for. The balance of material on requisition is then shipped from stock or order placed with the Purchasing Agent for purchase in the market.

Form 1169 Receipts

Where materials are received on the Division, a Form 1169 acknowledging receipt is furnished to the Storekeeper; from this, the line stock records are debited. Form 1169 is also rendered when material is transferred. These forms 1169 should be handled carefully as they represent the receipt of materials by individuals of the Roadway Department, and it is often necessary to use them in establishing receipt when paying invoices from firms shipping material. From this, it is evident that an invoice may be often seriously delayed and the firm kept out of money belonging to it, on account of carelessness on the part of some one in making proper receiving record on Form 1169.

1144 And 1145 Material Books

The Line stock records are credited with material used as shown in the 1144 and 1145 material books, and great care should be exercised by persons carrying material books to see that the items used are shown correctly in order that they may be priced at the proper price. The Storekeeper depends entirely on the man who makes the material book in charging out the material. It is also important that all material used be charged out, as a Division may show a considerable amount of line stock on hand due entirely to the fact that used material had not been

charged out and at the same time on account of the excessive amount of line stock shown find it difficult to secure additional material.

In order to get full value from line stock records, it is necessary that those using material co-operate fully with the Store Department, both in charging out material used and reporting receipts or transfers. These records when accurately and properly

kept are of valuable assistance in keeping work moving.

By transferring surplus material from point at which located to points where required, a great saving is made; also long hauls are eliminated and the balance of material on hand is kept within bounds as depreciation and interest on investment on materials scattered along the right of way render them an expense instead of an asset.

Things We Should and Should Not Do

Don't Stop until you get the part for which an engine or car is held.

Don't wait until the "Boss" tells you to do it.

Don't wait until To-morrow; Do it today!
Don't let your work drive you; Drive your work.

Don't wait for "George" to do it, maybe he doesn't work here any more.

Don't overlook fire risks. Keep talking Fire Prevention.

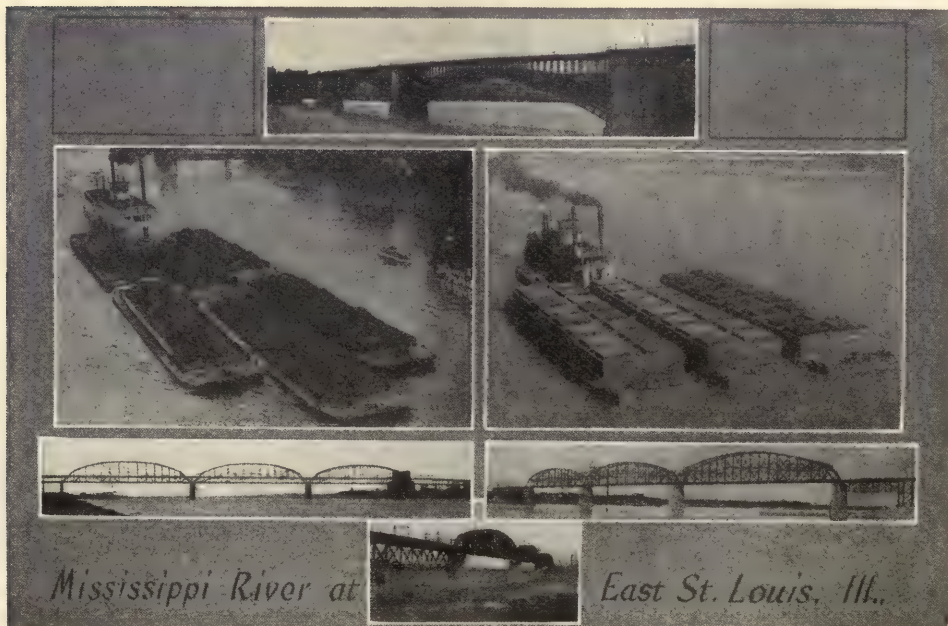
Release that car. The Company needs it.

Co-operate with other Departments on a fifty-fifty basis, but not like the butcher who was asked how he mixed his rabbit sausage and replied that it was horse meat and rabbit, on a fifty-fifty basis—one horse and one rabbit.

Don't let the Safety-First proposition lag; keep talking it.

How many empty oil drums have you on your territory?

Good-bye; will see you in the December issue.



FROM THE LAW DEPARTMENT



Current Decisions

1. **Return on investment.—Confiscation.**—A schedule of rates under which a street railway company is required to operate, which results in a revenue which is insufficient to pay a return of more than $7\frac{1}{4}$ per cent upon a valuation of less than \$1,000,000 upon a property investment which is reasonably worth at least \$1,600,000 at the lowest possible valuation, is unjust and unreasonable and amounts to confiscation of the utility's property in violation of the rights guaranteed to it by the State and Federal constitutions.—*Re Springfield Consolidated Ry. Co.*, 7 PUC 789 (Ill.). The Illinois Commission cites the following from the Supreme Court's opinion in *Lincoln Gas & Elec. L. Co. v. City of Lincoln*, 250 U. S. 256: "It is a matter of common knowledge that, owing principally to the World War, the costs of labor and supplies of every kind have greatly advanced since the ordinance was adopted and largely since this case was last heard in the court below; and it is equally well known that annual returns upon capital and enterprise the world over have materially increased."

2. **Return.—Reasonableness as a whole.—Non-utility business.**—A corporation operating a railroad in connection with other business cannot be compelled to continue the operation of the railroad at a loss, merely because the return from its entire business is reasonable.—*Brooks-Scanlon Co. v. R. R. Com. of La.*, 40 S. C. R. 183. The Court says: "A carrier cannot be compelled to carry on even a branch of business at a loss, much less the whole business of carriage. On this point it is enough to refer to *Northern P. R. Co. v. N. D.*, 236 U. S. 585, 595, 599, 600, 604, and *Norfolk & W. R. Co. v. Conley*, 236 U. S. 605, 609, 614. It is true that if a railroad continues to exercise the power conferred upon it by a charter from a state, the state may require it to fulfill an obligation imposed by the charter, even though fulfillment in that particular may cause a loss. *Missouri P. R. Co. v. Kansas*, 216 U. S. 262, 276, 278. But that special rule is far from throwing any doubt upon a general principle too well established to need further argument here. The plaintiff may be making money from

its sawmill and lumber business, but it no more can be compelled to spend than it can be compelled to spend any other money to maintain a railroad for the benefit of others who do not care to pay for it."

3. **Intrastate and interstate traffic.**—After a carrier has received, transported, and delivered an intrastate shipment under the original bill of lading and has thus permanently lost possession and control of property, its subsequent bill of lading to divert the shipment to a point outside the state cannot make its services interstate business.—*Omaha Elev. Co. v. C. B. & Q. R. Co.*, 178 N. W. 211 (Nebr.).

4. **Employers' Liability Act.**—A trucker, injured in the unloading of freight shipped from another state, is employed by a carrier in interstate commerce, and liability therefor is governed by the Federal Employers' Liability Act.—*Cox v. St. L. & S. F. Ry.*, 222 S. W. 964 (Tex.). So, a railway train man was employed in interstate commerce, if any of the cars in his train contained interstate freight.—*P. R. R. Co. v. Hancock*, 40 S. C. R. 512. But an employee constructing a new semaphore for interstate and intrastate commerce is not within the Federal Act.—*Williams v. Schaff*, 222 U. S. 412.

5. **Receivership.**—In a negligence action against railroad in hands of receiver, the railway company is neither a proper nor a necessary party to such action.—*Schaff v. Mason*, 222 S. W. 289 (Tex.).

6. **Defenses of Director General.**—In a suit against the Director General of Railroads for negligent homicide at a railroad crossing, the Director General was, under the Federal Control Act, precluded from making any defense that the railroad company itself could not have made.—*Himes v. McCook*, 103 S. E. 90 (Ga.).

7. **In Christian v. Great Northern Ry.**, 177 N. W. Rep. 29, the Supreme Court of Wisconsin held that the President of the United States, in taking control of the railroads under the Federal Control Act, did not take control merely of the physical properties but of the entire organization, including officers, directors, and employees.

and that under the Federal Control Act a railroad freight agent during the period of Federal control was an agent of the company and a proper person upon whom to serve the summons against the company under the statutes of Wisconsin.

8. **Seizure of goods.**—Where goods are delivered to a common carrier for transportation, and the consignor, being present where the goods are, attempts to sell and to actually deliver the goods to a person there present, in violation of federal law, an apparently lawful seizure of the goods by federal officers as an incident to the arrest of the consignor for violating the federal law in attempting to unlawfully sell and

deliver the goods, exempts the carrier from liability for the value of the goods, where the seizure amounts to a *vis major*, and the carrier is not at fault in the premises. A common carrier of goods is liable as an insurer for the value of the loss of or damage to goods received for shipment and damaged in transit or not delivered at destination to the consignee, unless, without its fault, such injury or nondelivery is prevented by an act of God or by a public enemy or by the inherent nature of the goods or by the law or by the person entitled to the goods or his agent.—**Hammers v. Southern Express Co.**, 85 So. Rep. 246 (Fla.).

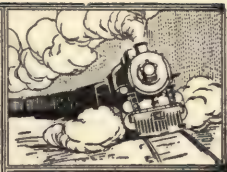


Schools of East St. Louis, Ill.





TRANSPORTATION DEPARTMENT



Service

The following letter from Mr. J. M. Bennett, 248 West 46th St., New York City, has been received by the general manager, who, of course, was gratified with its contents.

"A word of thanks for the courtesy extended by your city representative, Mr. Buckley, also Mr. McCahl, your baggage agent at Waterloo, Iowa.

"We closed our summer season at Waterloo, Ia., at the I. L. A. convention there on September 14th and as our members were coming East they asked me to arrange their itinerary home.

"My correspondence with Mr. Buckley relative to movement and sleepers were up to the letter (far different than we have experienced on other roads this past summer) and Mr. McCahl certainly took care of us. When I went to him he was working on a couple of trains. I left tickets with him and he checked our baggage and as it was quite a haul from the convention hall to depot and as train does not wait only five minutes, he took it upon himself to be at depot that night with his night man to see we made the train.

"It is so seldom one meets with such courtesy that I only think it is right you should know of a few of your valuable men under you.

CONDUCTOR KENNEDY MAKES A FRIEND OF A PASSENGER

Urbana, Ill., Oct. 16, 1920.

Supt. C. W. Shaw, Illinois Central, Clinton, Ill.

Dear Sir: Yesterday after purchasing a ticket for Champaign at Mt. Pulaski, through my own carelessness, I lost my ticket before taking the train. As there was no time to conduct an extended hunt for it, your conductor, Mr. Mike Kennedy, carried me along to Clinton on my cash fare, but meanwhile wired back to Mt. Pulaski and had them find the ticket. He then refunded me my fare and arranged with the conductor on the Champaign train to carry me through to destination.

Mr. Kennedy did all this on his own initiative and I appreciated his courtesy all the more, because I had only myself to blame for the loss of the ticket. I wish to make some sort of an acknowledgment for the assistance which he rendered me. He couldn't have done any more for me than he did, if I had been his own brother, and I hope your system includes some method of giving him credit for his courtesy towards the traveling public.

Very truly,

E. O. Wood, Jr.

MR. F. KOHL, A PASSENGER ON TRAIN NO. 2, OCT. 13, WRITES AS FOLLOWS TO SUPT. HERRON

"Sandwiched in with the many trials of life, occasionally comes a pleasant oasis. The point we have in mind is to tell you of a case of good judgment shown by Conductor James Mallon, handling train No. 2 out of Centralia north yesterday. Among the persons desiring to take this train was a friend of ours on crutches. Something went wrong with the auto, and it became necessary to walk several blocks to catch the train, which started just as the party was nearing the station. The conductor quickly realized the situation and by delaying the train a few moments he gave our friend an opportunity to make train, he having previously been provided with a ticket."

At 8:00 a. m., Oct. 15th, grain dealers at Wenona called up agent at Minonk, advising that he had a car of new corn, and asked what he could do towards getting it to Chicago for Saturday's unloading in order to prevent heating. This car, MK&T 83879, arrived at Minonk at 10:30 a. m., and was forwarded from that station on train No. 442 at 3:15 p. m., same day, and reached Chicago a. m. of Oct. 16th.

Car Efficiency

PROMPT HANDLING OF CARS BY AGENT ROLLINS AT MOWEAQUA STATION

C., M. & St. P. 202892 received at 7 a. m. September 21st loaded with merchandise, released, reloaded with grain and billed at 5 p. m. same date.

Erie 18414 and I. C. 109185 received at 1:39 p. m. September 22nd empty, loaded and billed at 5 p. m. same date.

N. Y. C. 223539 received at 7:30 a. m. September 22nd, loaded with merchandise, car released and reloaded and billed at 3 p. m. same date.

C., O., S., X. 1723 placed for unloading at 1 p. m. September 22nd and car released at 6:15 p. m. same date.

I. C. 120025 received and placed for unloading at 11:20 a. m., unloaded and car released at 3:30 p. m. same date.

Ga. 8595 received loaded at 7 a. m. September 25th, unloaded and car went forward at 11:20 a. m. same date.

Forty-two cars were handled in loading and unloading during week ending this date and not a car was delayed here exceeding 36 hours.

SUMMARY OF CARS LOADED AND UNLOADED AT MAROA, ILL., DURING MONTH OF AUGUST, 1920

Total number of cars handled.....	57
Total number of hours consumed, including Sundays.....	938½
Average number of hours consumed per car.....	16.46
Minimum time consumed on car.....	½ hr.
Maximum time consumed on car, Sunday inclusive.....	77 hr.
Figuring 24 hours as a basis, average time consumed on each car.....	145%

N. Y. C. 253354 loaded with 3,000 pounds of Chicago to Galena merchandise arrived at latter point in train at 8:30 a. m. October 7th. Car was unloaded by station force at 10:00 a. m. and it being a grain car was forwarded on No. 91 at 11:00 a. m., same having been at Galena just 2 hours and 30 minutes.

A., T. & S. F. 38118, C. T., arrived at Matlock, Iowa, 1:00 p. m. September 30th, train 792, loaded with fifty tons of hard coal. This train spotted car at coal shed and car was made empty in time for 792, October 1st, to spot at elevator at 1:00 p. m. and car was loaded with fifty-five tons of corn for Atchison, Kans., the afternoon of October 1st and moved out on train 752 that evening.

L. & N. 72305 coal for the American Snuff Company, Memphis, received from L. & N. early morning October 6th, placed at American Snuff Company and unloaded 11:40 a. m. Empty car switched out and returned to the L. & N. 4:45 p. m. same day.

B. & O. 142154 arrived Eleroy loaded with fifty-two tons lump coal on train 91 at 7:00 a. m. October 15th. Coal was unloaded and car released by 3 p. m. same date, or eight hours after its arrival.

C., B. & Q. 71016 coal consigned to the Interstate Light & Power Co. at Galena arrived that point on train at 7 a. m. September 29, was moved to the light company's plant by train 92 at 10:45 a. m. same date and unloaded in such time, so that local in opposite direction, viz. 91, moved it empty arriving at East Dubuque 12:20 p. m. and car left that point en route to the mines in a coal car train at 12:45 p. m. same date.

M. C. car loaded with stucco for Independence was spotted at that station 9:30 a. m. October 18th, made empty 1:30 p. m., spotted at the freight house 3:30 p. m. and loaded with merchandise for the east same date and moved forward.

On October 16, same station received M. P. 40340 feed, for the Independence Produce Co. Car was spotted at 8:00 a. m., made empty at 5:00 p. m. same date.

Nickel Plate 2239 iced refrigerator was spotted morning of October 18 loaded with 27,000 pounds of dressed poultry and ready to move at 11:00 a. m.; then loaded Nickel Plate 2292 with 31,159 pounds of dressed poultry, which was ready to move at 5:00 p. m.

St. L. & S. F. 12571 shingles arrived at Pulaski on the evening of October 15, car was released October 16, loaded with mine caps, and ready for movement at 4:30 p. m. October 16, and went forward on 74 same day, 6:00 p. m.

Wabash 15959 received at 8:00 a. m. October 21, loaded with stock for Forsyth, arrived at destination at 10:15 a. m. and unloaded. This car was picked up by 195 same day, moving to Macon, loaded with stock for Chicago, and left for destination at 2:30 p. m.

Car was placed at platform and made empty a. m. of Oct. 16th, and was forwarded out of Minonk to Woodford, Ill., for grain loading on train No. 195, 12:40 p. m., Oct. 16th. Car was loaded at Woodford, and was returned to Minonk on No. 196 Oct. 16th at 2:15 p. m., and was forwarded out of Minonk at 3:15 p. m., train No. 442 for Chicago.

In connection with the prompt unloading of equipment, Mr. W. F. Barton, agent, Dalton City, reports that I. C. 89197, coal arrived at his station, train 251, 8:00 a. m. October 21st, unloaded and forwarded empty to the mines on extra 960 south, at 1:00 p. m., same date; the car being at his station only five hours.

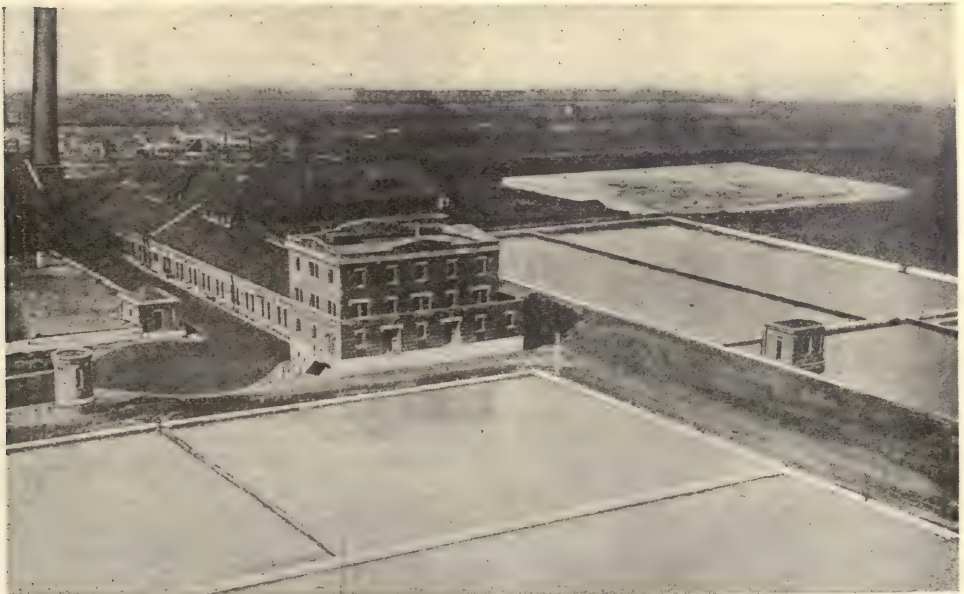
Janesville, Iowa.—Oct. 23rd, Saturday p. m. B. & O. 148642, car commercial coal placed. Car was unloaded, made empty 3 p. m. Sunday, Oct. 24th and ready for movement at 4:30 p. m.

Alburnett, Iowa.—RI 74528 loaded with tile received during the night of Oct. 22nd. Car was placed for unloading by train 8:00 a. m. the 23rd and released at 2:30 p. m. This being a stock car it was placed and loaded with hogs at same station at 3:15 p. m. Car was unloaded and released in 7 hours after originally placed for unloading.

Alburnett, Iowa.—Oct. 23, NYC-10851 was placed at Alburnett 8 a. m., loaded with oats at 2 p. m. and moved on local at 3:15 p. m., total time car was on spot 7 hours 15 minutes.

Elroy, Ill.—IC 88580 car of coal spotted for unloading 8:45 a. m. Oct. 22nd, unloaded and car released 4:30 p. m. same date and car forwarded on local that day, 7 hours 45 minutes underload at station.

On Saturday, Oct. 16, train 4-72, conductor M. H. Buckley, engineer S. Jenni, carried C. I. & L. car 26477 loaded with corrugated pipe billed partly to unload at Warren, and the balance of the load to go to Freeport. Although this train was not a local the crew stopped at Warren, unloaded the freight billed to that station, and took the car through to Freeport, thereby undoubtedly saving 48 hours to the car.



PLANT OF EAST ST. LOUIS AND INTERURBAN WATER COMPANY, EAST ST. LOUIS, ILL.

Statement of Routing Orders Secured by Employees

DUBUQUE

On October 18th General Superintendent Williams asked his superintendents to request employees to solicit business for the company, through friends and acquaintances or the merchants with whom they trade with a view, of course, to increase the tonnage and revenue of the company. The following accomplishment of employees of the Minnesota Division is outlined by Superintendent McCabe.—Ed.

	Single Car Load Shipments	Single L C L Shipments	All Futures Car Load Shipments	All Futures L C L Shipments	Total
J. E. Allison, Agent.....	153	4	---	15	172
T. F. Callaghan, C. Clerk.....	19	---	1	---	20
T. H. Callaghan, Whse. Foreman.....	9	---	10	8	27
Miss Grace Phillips, Cashier.....	2	1	---	---	3
Miss Vivian Brand, Asst. Cashier.....	10	8	12	280	310
Miss Gertrude McCarthy, Clerk.....	1	---	---	---	1
Harold Levan, Accountant.....	4	2	---	3	9
J. J. Callaghan, Rate Clerk.....	1	---	---	5	6
Harry Clancy, Yardmaster.....	---	---	4	---	4
O. J. Alexander, Ticket Clerk.....	1	---	---	---	1
Total	200	15	27	311	553

Yours truly,

J. A. Allison, Agent.

STATEMENT OF ROUTING Orders Secured by Employees WATERLOO, IA.

Employee	Single Car Load	Single L C L	All Futures Car Load	All Futures L C L	Total
Mabel Ridpath	70	---	---	---	70
C. W. Williams.....	6	3	1	2	12
Total	76	3	1	2	82

CEDAR RAPIDS, IA.

2	---	15	21	38
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DUBUQUE, IA.

200	15	27	311	553
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GRAND TOTAL	278	18	43	334	673
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THE AMERICAN RAILWAY ASSOCIATION HAS CALLED A FREIGHT CLAIM PREVENTION CONGRESS, TO ASSEMBLE NOVEMBER 15 AND 16, 1920

New York, N. Y., October 16, 1920.

To the Members:

There will be held at the Hotel La Salle, Chicago, on Monday and Tuesday, November 15 and 16, 1920, a "Freight Claim Prevention Congress," under the auspices of the Committee on Cause and Prevention, of the Freight Claim Division.

The objects of the Congress will be:

1. The promotion of claim prevention efforts on inactive lines.
2. The increase of effectiveness of active lines.
3. The co-ordination of efforts of individual lines into a general claim prevention movement.

It is desired that there be in attendance at this Congress the officers of member lines having jurisdiction over established freight claim prevention organizations, as well as the representatives of lines not so organized, and the management of each member is urged to have one or more representatives of his railroad in attendance.

It is requested that the enclosed postal card be filled out to show the names of such representatives and be mailed immediately to the secretary of the Freight Claim Division as addressed.

Attached hereto is docket of subjects which will be considered.

Respectfully,

J. E. Fairbanks,
General Secretary.

R. H. Aishton,
President.

Docket

1. Promotion of claim prevention efforts on inactive lines:
 - (A) Duty to the Shipping Public.
 - (B) Duty of Carriers to Themselves and to Each Other.
 - (C) Economic Waste in the Country's Products.
 - (D) Financial Loss.
 2. Increase of effectiveness of active lines:
 - (A) Effectiveness of Existing Organizations.
 - (B) Departmental Co-ordination.
 - (C) Co-operation of Employees.
 3. Co-ordination of efforts of individual lines into a general claim prevention movement:
 - (A) Exchange of Information and Establishment of Practices Between Interested Lines to Correct Conditions Creating Claims.
 - (B) Co-operation of Weighing and Inspection Bureaus and Other Organizations in a Position to Assist in Prevention of Claims.
 - (C) Means of Utilizing Committee on Cause and Prevention of the Freight Claim Division for Exchange of Information and Co-ordination of Claim Prevention Activities.
-

Illinois Central Employees are Urged to Join the National Guard

The campaign to recruit the Illinois National Guard to its peace-time quota has been heartily indorsed by the Illinois Central System, and during the month of October five mass meetings of employes were held in the Chicago Terminal Division, at which officers of the First Illinois and of the Illinois Central made patriotic addresses, presenting the needs of the National Guard.

Much interest was displayed in the meetings. Up to October 25, thirty-nine applications for enrollment had been received. A number of the applicants already have been examined and enrolled.

President Markham gave the recruiting campaign his stamp of approval by announcing a memorandum in which he said:

"Service in the National Guard is not only an expression of good citizenship and unselfish devotion to the state, but holds many advantages for the young man in way of physical training and opportunities, both educational and social, and believing strongly in the good that young men in our employ will realize from such service, our encouragement is in the definite form of relief from financial burden due to loss of salary while attending regular drills and yearly camp instruction and from reduction in salary during such time as they

are on duty under pay by the state."

President Markham's memorandum announced that the Illinois Central will make up to all employes entering the service of the National Guard at least the difference between the amount paid them by the state and their salaries, for such time as they are in the pay of the state, and that no deductions will be made from an employe's vacation allowance by reason of his service.

The recruiting campaign was first presented to the Illinois Central employes at a mass meeting Tuesday afternoon, October 12, at Central Station. Vice-President Bowes, who presided, made a stirring appeal for patriotism and was followed by Major Joseph M. Allen and Captain William L. Heptig of the First Illinois.

Vice-President Bowes gave a short review of the glorious record of the National Guard units which engaged in the late war and spoke of the great need for keeping a body of trained men in the "second line of defense." Captain Heptig, who made the principal address on behalf of the National Guardsmen, told of impending dangers which the Nation may be called upon to face and of the need of a strong National Guard for emergency home protection, also summarizing the qualifications, duties and

opportunities of service in the Guard. Major Allen spoke briefly of the physical and social opportunities of membership in the Guard.

Both Major Allen and Captain Heptig complimented the Illinois Central upon its patriotism in setting apart a portion of the working day for their meeting, declaring that such co-operation was a magnificent contribution to the cause of patriotism.

The meeting at Central Station was followed by further meetings in which

Major Allen, Captain Heptig and Lieutenant Wallin took part, as follows:

Thursday, October 14, at the Sixty-third Street Station; Mr. J. L. East, Car Accountant, presiding.

Monday, October 18, at South Water Street Freight Station; Mr. R. O. Wells, Agent, presiding.

Tuesday, October 19, and Friday, October 22, at the Burnside Shops; Mr. L. A. North, Shop Superintendent, presiding.

Engineering Department

My Neighbor's House

You have no particular objection to wearing shoes that have lost their original shape. You have no inborn dislike for patches on pants. You endeavor not to wear them, however, because you feel you would lose the respect of those you are eager to impress. Your neighbor is the man whose good opinion you crave. He may live across the street or in another town. He may pass your house but once in a life time as the "limited" goes by or he may view it frequently from the "accommodation." What is his opinion? Pleasing his standards, or what you imagine to be his standards, is the base of your ambition. Your neighbor has established a standard. For the sake of his approval you must live up to

it. For the sake of your own you must try to excel it.

The Illinois Central Railroad Company, to enable its section foremen to meet and excel the standard home environment established by the American family has placed at his disposal gardeners and architects and is doing much work in grading, reconstruction and planning future improvements. Recently meetings were held on all divisions, attended by roadmaster's staff officers, for the discussion of these anticipated improvements and all that is necessary now to bring about the desired end is the collaboration of the section foreman and his family.

While considerable has been done during the past two years in the way of beautifying



*Family of
Section Foreman
Phil. Resch*

*and surround-
ings at
Boos, Illinois.*

the premises, much more is to be done. All the world was hungry and was looking to America for food and we simply could not let it look in vain. The war gardens extended from coast to coast. Now it is all over. The war cloud has been lifted, and while some portions of the world are still hungry and we know we must endeavor to add our portion to the food supply, let us also have some flowers. Vegetables and flowers are the most amicable of neighbors and we need all the possible joyousness we can put into the world at this time when everything seems topsy turvy; and what could be more joyous than flowers? A rose garden is the fond hope of every householder, for there is nothing so expressive of home, of permanency, as a garden of roses. Let flowers lead to your door. When we make a door we should think of it as more than a shutter to close a hole in the wall.

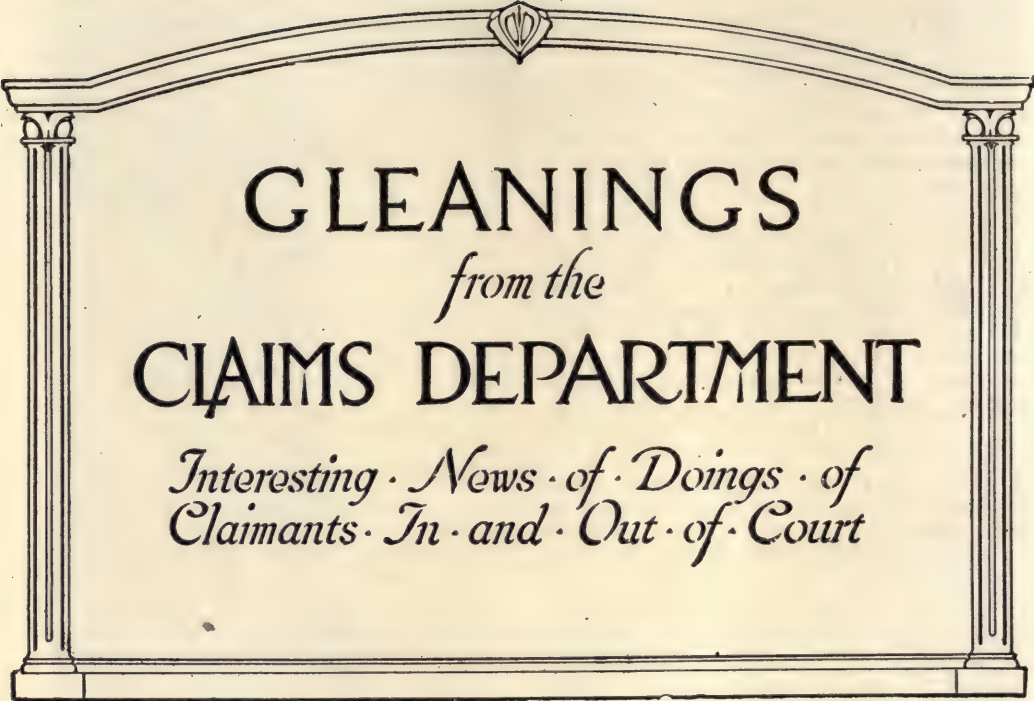
To you and your wife this door will be an entrance way to peace and privacy and everything you love best. To your children it will be portal to romp through with excited prattle of innocent joy, or the entrance to a sanctuary from children's outdoor woes. To your neighbors it will symbolize welcome. To the passing stranger it will evidence the taste of those who live behind its friendly protection. The subtle magic that changes a house into a home where you love to dwell, is found largely in the approach. If lovely, the result finds immediate response in the eyes of every visiting home-maker who has a passion for beautiful environments.

Homes are like people. Some are forward and insistent in claiming notice, some have a dignified reserve. It is the company's desire that in either case our homes for section foremen should not be aloof or inhospitable but each should be a dignified individual of a house that cannot be slapped on the back or made faces at by the chance passerby. Many of our houses are now remarkable for their barren lack of beautiful environments. The company wants to assist each foreman to add charm to his home. That unmistakable yet unexplainable individuality depending upon dignity and reserve.

The management recognizes the section foreman as the nucleus of the maintenance of way organization. Upon him devolves the building of the efficiency of the department. Beautiful homes will unquestionably elevate his morale and be a visible incentive for young men to enter and remain in the maintenance of way department.

An appeal is made to each foreman to not consider this lightly. Talk the matter over with your family and enlist them in the cause towards a better home, which will aid also to make our railroad even better than it is.





GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Thomas A. Divine Dead

The sorrowful news has been received of the death, Sunday, October 10, of Captain Thomas A. Divine, who for a number of years was employed as Claim Agent by the Illinois Central at Memphis, Tenn. The death occurred at St. Joseph's Hospital, in Memphis, and the funeral of the well known and greatly beloved sportsman was conducted Monday, October 11, in Memphis. The funeral address was delivered by Dr. H. S. Spragins, pastor of the First Methodist Church of Memphis, and Mr. John R. Pepper, one of Captain Divine's warmest friends, read a touching eulogy of his life.

Mr. Divine was used by Mr. Emerson Hough, the author, as the principal character in his well known book, "The Law of the Land," and upon learning of Mr. Divine's death the novelist wired the following remarkable tribute to his aged friend to Mr. Divine's friends at Memphis:

"The news of the passing of Captain T. A. Divine is a distinct and distressing shock to me, although I long have known of his failing health. When on my annual shooting trip in the South last winter, he said he could no longer go afield and we all knew it was the beginning of the end, for he was always a keen sportsman, and would go to a finish.

"A more lovable and gentlemanly man in the field I have never met. To the very last, also, he retained his skill in wing shooting, proving the astonishing vitality which made him the marvel of all his friends. Of frail physique, he showed a vigor and endurance that go only with a great and lofty soul. Indeed, I call him one of the great hearts of the world—unconquerable by adversity or by time.

"Even when suffering, no one ever saw him without a smile and a jest, a good word and deed for some one else.

"I have known Captain Divine on terms of closest personal regard for more than a quarter of a century. My first visit to Memphis was on his invitation, during one of the big shooting tournaments while he was still claim agent for the Illinois Central Railway. Since that time I have been his guest on countless excursions all over the south, around and below Memphis. Always just, always urbane and kind, he was the friend of every man who met him, and I feel my own days of Southern visits robbed of much of their pleasurable anticipations.

"Tom Divine was a man of another and better day. To me he always meant the old South, generous, charitable, hospitable and large minded, with a soul above material gain, and with a delight in living for the sake of life itself. I had no friend I more cherished, or with whom I was more unreserved and free, and always to me he seemed a man of very deep emotions hid under a light mannerism—indeed, a man very strong and a character unique as well as likeable.

"I shall not cease to miss him, and whether speaking for myself or the countless friends he had, I can say there will be no one who can take his place. The man of whom so many men can speak thus as friends, surely has made a great success in life—the greatest success possible for a man to make.

"Captain Divine was often my guest in the North, and he numbered many friends here who felt the singular affection his nature never failed to elicit. We might use for him the words of Christina Rossetti's song:

"He shall not see the shadows, he shall not see the rain,
He shall not hear the mocking bird sing on as if in pain,
And, dreaming through the twilight that doth not rise or set,
Haply he shall remember, and haply may he forget."

"EMERSON HOUGH."

SUIT FOR \$20,000 DISMISSED

A case of more than usual interest was recently decided by the United States Circuit Court of Appeals. In the derailment of Illinois Central passenger train No. 11, near Aplington, Iowa, May 29, 1918, three railway clerks were killed and six were injured. Mr. Arthur J. Dahn, one of the injured clerks, brought suit for \$20,000 against the Illinois Central Railroad Company and the Director General of Railroads. The case was tried at Dubuque during May, 1919, and he was awarded a verdict by a jury for \$7,500. The case was appealed and the Circuit Court of Appeals recently decided that as Mr. Dahn was an employe of the United States, he was not entitled to recover damages, inasmuch as the United States, through the Director General, had the complete possession and control of the Illinois Central Railroad, and that his only remedy was the payment of compensation under the Federal Compensation Act.

Mr. Dahn was represented by able counsel, Messrs. Hurd, Lenehan, Smith & O'Connor, of Dubuque, and the Illinois Central Railroad Company and the Director General were represented by Messrs. Helsell & Helsell, District Attorneys of Iowa.

The decision in this case will no doubt affect three other similar suits brought for more than \$50,000 against the Illinois Central Railroad Company and the Director General of Railroads for injuries sustained by mail clerks in the same accident.

"OVER THE TOP"

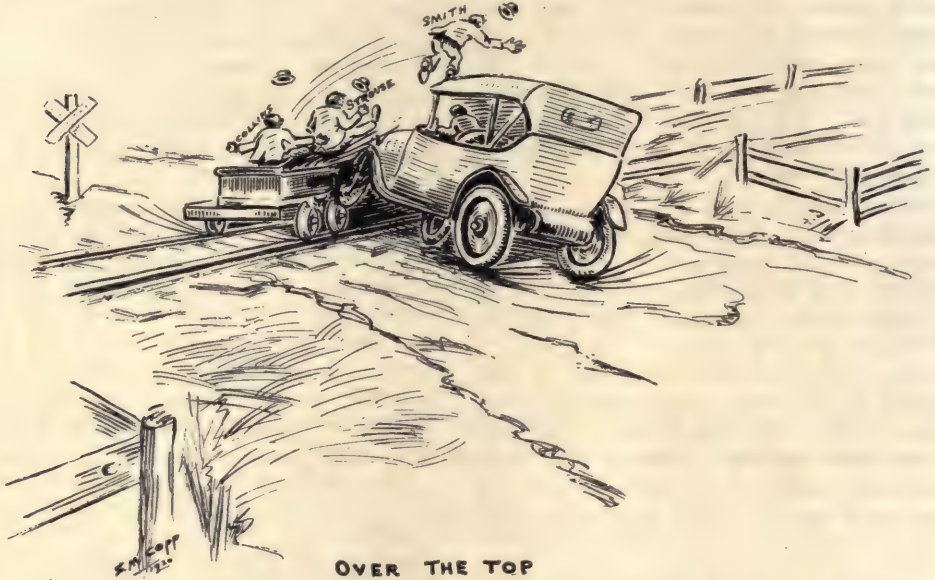
Mr. H. D. Smith, Claim Agent at Dubuque, Iowa, recently acquired some first hand information on the thrills which accompany the attempt of an automobile and a railway car to occupy the same space, at the same time, on a grade crossing.

The experience came during a trip which Mr. Smith was making over the Minnesota Division with Mr. H. E. Strouse, Train Master, and Mr. C. A. Collins, operator of a motor car, to in-

spect dangerous grade crossings. The car approached one of the crossings just as an automobile dashed into view over the intersecting highroad. A moment of suspense, and the crash. From that point, Mr. Smith relates the story as follows:

AN EXAMPLE IN CO-OPERATION

The following is a copy of a letter sent by Agent Fred Holmes of Tchula, Miss., at the time of the opening of school, to the superintendent of schools of that city:



OVER THE TOP

"Mr. Strouse lifted his legs and performed a neat slide across the seat, alighting on the ground in front of the motor car. I was shot forward and my left side struck the brake shaft, pitching me over Mr. Strouse, where I lighted on my feet."

The lesson to be gained from Mr. Smith's experience—providing the experience needs a moral—may be summed up in these words: "Always alight on your feet." If the genial Dubuquian had alighted otherwise—if his catapultic glide had ended head-on, for instance—this article might have been black-bordered. As it was, none of the victims of the accident was injured seriously.

Mr. S. D. Houston, driver of the automobile, was heard to say, as the colliding party was picking the cinders from its clothes: "Boys, I did all I could to keep from hitting you."

Otherwise, the trip was a successful one.

Tchula, Miss., Sept. 26, 1920.

Mr. M. Hemphill,

Principal, Tchula High School,
Tchula, Miss.

Dear Sir:

The school season has opened up and the children attending pass over our tracks daily to and from school, and I want to ask that you use your influence in teaching them to "Stop, Look and Listen" before attempting to cross the tracks. I feel that with your help we may impress upon them the dangers attached to crossing tracks and thereby save an accident. Will you kindly instruct your assistants to do this? More especially is it necessary with the smaller children. I will thank you very much for your co-operation in this matter.

Yours very truly,

FRED HOLMES,
Agent.

AUTOIST MUST STOP

The following dispatch from Carlinville, Ill., published in the *Illinois State Journal*, Springfield, Ill., October 2, is a further indictment of the reckless driver:

"When a motorist comes to one of those round black and white signs denoting a railroad crossing is near he must 'Stop, Look and Listen.' If he does not and is struck by a train he cannot collect damages from the railroad company.

"This important law was emphasized here today in the trial of Andrew Gebhardt vs. the Chicago and Alton railroad company and Judge F. W. Burton, after having the law presented to him by Attorney Patton of the company, instructed the jury to return a verdict finding the defendant not guilty.

"Young Gebhardt testified that his automobile was struck by a Chicago and Alton train because a box car was so placed that he could not see the approaching train. He also testified that though he saw the warning signs he only slowed down and did not stop. This was the accident in which Robert McCormick, who was riding with Mr. Gebhardt, received a broken leg.

"Judge Burton stated that he believed if every motorist would stop when such a sign was reached all railroad crossing accidents would be avoided.

"This law was passed by the last legislature and the signs are placed under direction of the Railroad Utilities Commission."

CARY ON QUACKERY

Claim Agent Charles D. Cary of Kankakee, upon being interviewed for this edition of the magazine, deposeseth and sayeth:

"In one of your beautiful hotels, towering high on a beautiful boulevard within the business district, and yet overlooking the lake, cosily situated in a beautiful suite high up away from the noisy turmoil of the city, sits a kindly looking gray-haired man.

"A touch of a wall button brings servants scurrying to do his bidding, for he is free with tips and with a very gracious smile. At his word a seven passenger Peugeot, of latest model, guided by a uniformed chauffeur, rolls up to the entrance. He wishes perhaps to attend the theatre, or take an airing in the park or to see a friend. Not too often the latter, for they are few and remote. The transient guest inquires of the clerk as to his identity. Perhaps he is a member of some foreign royal family; perhaps a magnate resting on 'well earned' laurels of some gigantic deal in sugar or cotton. But no. It appears that he made his fortune in selling sugar and salt. A pinch of salt and a pinch of sugar in a barrel of hydrant water guaranteed to cure any disease if the sufferer will only put one drop in each eye night and morning. This magic product cost this stately potentate the magnificent sum of 6 cents a gallon. He sold it to the gullible for \$5.00 an ounce.

"Through the Middle West, in little country grave yards, lie the crumbling bodies of some who read the glittering advertisements, and believed. And the 'Professor' orders his car, and with lordly wave of the hand exclaims 'To the park, James.'

"The mills of the gods grind slowly—obviously."

CLINTON FOLKS PLEASED

The following dispatch from Clinton, Illinois, under date of October 19, was published in the St. Louis (Mo.) *Globe-Democrat*:

"A mass meeting of the citizens of this city was held in the circuit court room this morning at 10 o'clock and resolutions were adopted congratulating the officers of the Illinois Central Railroad for effecting a settlement between them over the controversy in the acquiring of 114 acres of Mr. Snell's land lying north of the city by the Central. The \$100,000 note which was signed by about 100 citizens in the event of the failure of Mr. Snell and the railroad of coming

to terms and the intention of the people of the city to purchase the land and sell it to the railroad was ordered cancelled, but will be kept as a memento of the willingness of Clinton citizens to come to the aid of the city when a large industry of the city was about to be lost."

TWO LIVE WIRE STATION AGENTS

During the month of September two negroes riding in a buggy over a crossing near Lexington, Miss., permitted a Yazoo & Mississippi Valley train to sideswipe their vehicle. Practically no damage was done. Mr. T. J. Trull, agent at Lexington, immediately got hold of the negroes and drew up a very full statement of the facts and had them sign it. No claim agent could have covered the situation more carefully. Had Mr. Trull been satisfied simply with reporting the case, or, as frequently occurs, failed to make any report whatever, it is not unlikely the negroes, after a few days' reflection and after receiving some free advice would have concluded that they were injured and claims would have resulted. Prompt and efficient action by Mr. Trull nipped such possible claims in the bud. Two derailments of passenger trains occurred near Lexington a few months back and Mr. Trull displayed the same interest and good judgment in protecting the railroad's interests and in looking after the comfort of the injured passengers.

On September 25 a negro driving a team for a road contractor, hauling gravel from cars to a highway at Marks, Miss., while driving along the track in the yards at Marks, carelessly drove too close, so that a passing train struck and broke the wagon. Mr. R. D. Scott, agent at Marks, who is another live wire, immediately got the contractor and driver together, went over the situation with them and they admitted the driver was wholly to blame. Mr. Scott reduced this admission to writing and had both sign it. He thus, no doubt, forestalled two more possible claims.

It took only a few minutes of each agent's time in each of the instances mentioned, but they, no doubt, saved the railroad money.

The really interesting thing, however, is the interest demonstrated by these men. They took the same interest in their employer's business that they would have in their own. Such is the spirit and conduct of the ideal employee.

COMPANY WINS CASE FOR KILLING 72 HEAD OF SHEEP

It is gratifying to know that the juries of Mississippi are becoming more inclined to try cases on their merits; this is a healthy sign, and is no doubt one of the results of the company taking the public into its confidence and giving them facts and figures thru the campaign of education. At any rate, the juries have begun to try the cases on facts and not on prejudice against corporations.

At the recent term of court in Panola County, Miss., W. L. Harmon sued for a large amount for 72 head of sheep which had been killed by train No. 4 one night last November. Panola County has a stock law, which prohibits stock running at large; Mr. Harmon pastured his sheep on his land adjoining the waylands, and they came thru the fence and onto the track. No. 4 at this point travels at the rate of about 50 miles per hour, and the sheep bunched on the end of the Tallahatchie River bridge; it was a dark night, and just 526 feet from the end of the bridge was a very sharp curve which prevented the engineer seeing the sheep until he was less than 500 feet from them. The result was that he was unable to bring his train to a stop within that distance and killed 71 of the sheep. A later train killed one of them.

When claim was presented, the facts indicated so clearly that the killing of the sheep was unavoidable, that the claim was declined; suit was brought and tried, with the result that the jury returned a verdict for the railroad.

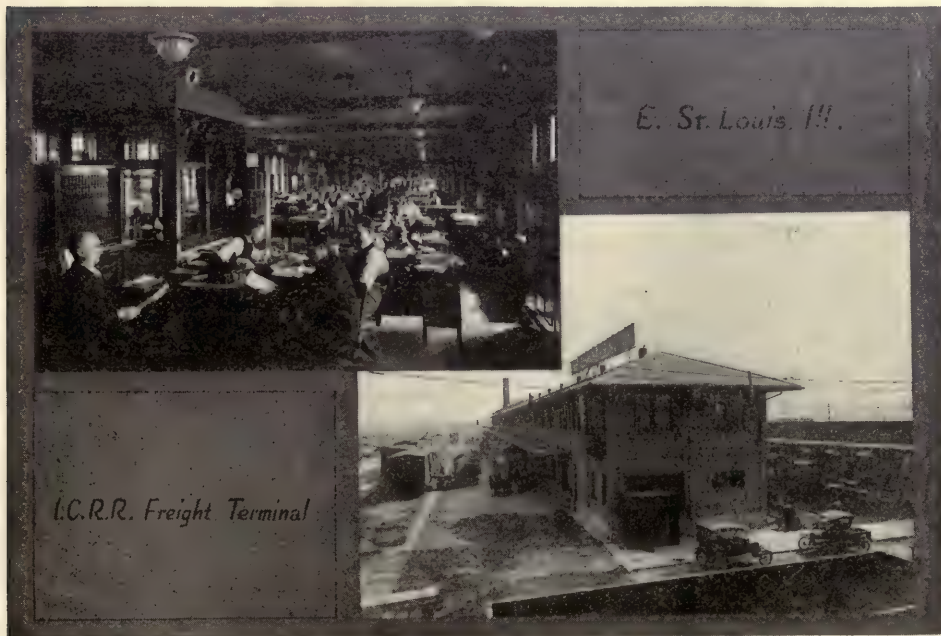
One interesting point about the trial

of the case was that the trial court instructed the jury that the sheep were trespassers on the waylands of the com-

pany; this is the law in all counties or districts where there is a stock law in force.



In the Residential District, East St. Louis, Ill.



E. St. Louis, Ill.

I.C.R.R. Freight Terminal



FACTS AND FIGURES ABOUT PERSONAL INJURY ACCIDENTS



Bulletin No. 1

A railroad is as safe as its weakest link. One of the weakest links is: Personal injury accidents. Help strengthen the chain.

Beginning with this issue of the Magazine we will publish monthly facts and figures about personal injury accidents occurring on the Illinois Central System with the hope that a careful study of the conditions as shown will result in keeping the number of personal injuries down to a minimum.

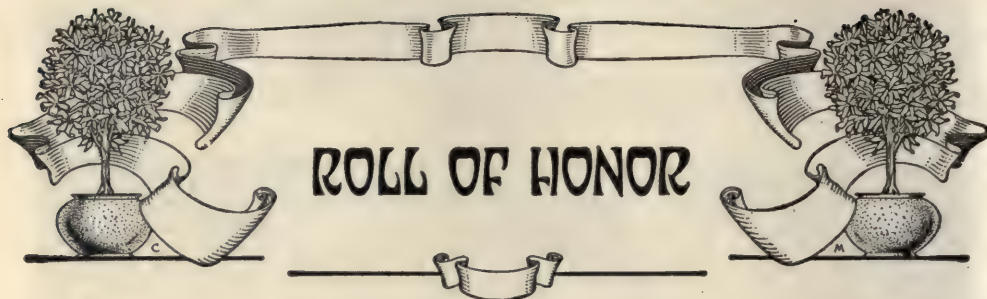
For the nine month period from January to September, 1920, inclusive, there were 10,689 personal injury accidents. This compares with 9,226 personal injury accidents during the corresponding months of 1919, or an increase of 16 per cent. For the same period in 1920 there were 9,716 personal injuries to employes comparing with 8,226 personal injuries to employes during the corresponding period of 1919, or an increase of 18 per cent.

With an increasing number of automobiles in use comes an increase in grade crossing accidents. While a large number of such accidents are due to carelessness of the occupants of the automobile we should do our part to prevent such accidents. We ask our engineers to keep a sharp lookout, ring the bell and sound the whistle when approaching public crossings, and where additional caution is necessary to be taken, sound the whistle again and stop if necessary to prevent an accident. The statement below shows the number of people killed and injured in automobile grade crossing accidents for the nine month period of 1920:

Division	No. of Accidents	Killed	Injured
Illinois	25	9	20
Iowa	23	1	27
Chicago Terminal	21	1	9
Indiana	15	9	17
Memphis	20	1	23
Springfield	19	3	8
St. Louis	16	2	21
Minnesota	12	0	2
Tennessee	11	1	2
Wisconsin	9	1	6
Louisiana	8	0	3
Kentucky	7	0	4
Vicksburg	7	1	5
Memphis Terminal	6	1	7
Mississippi	3	0	12
New Orleans Terminal	3	0	2
New Orleans	2	0	2
C. M. & G.	2	0	0
Total	209	30	170



*Distributed by the Safety Organization,
Pere Marquette Ry.*



Name	Occupation	Years of Service	Date of Retirement
Dave Nelson (Col.)	Laborer, Paducah, Ky.	22	2/29/20
Michael Ferguson	Crossing Flagman, LeMars, Ia.	18	5/31/20
John Bartley	Painter, Burnside Shops	25	7/31/20
Samuel North	District Passenger Agent, Omaha	33	3/31/20
William J. Kendrick	Clerk, Information Bureau, Chicago	44	5/31/20
Henry J. Laenhardt	Train Baggage man, Illinois Division	17	5/31/20
Scott Fox (Col.)	Section Laborer, McComb, Miss.	22	6/30/20
Gust J. Carlson	Foreman (B. & B.), Iowa Division	19	9/30/20
Washington Bryant (Col.)	Porter, Flora, Miss.	28	8/31/20

Obituary

The following deaths of pensioners were reported at meeting of the Board of Pensions held September 29, 1920:

Name	Last Employment	Date of Death	Term as Pensioner
Reinholdt Anderson	Engine Cleaner, Iowa Division	9/6/20	6 years
Ed. Anderson (Col.)	Laborer, Tennessee Division	8/7/20	4 years
James P. Fitzpatrick	Engineman, Illinois Division	8/18/20	2 years
John Ridenbaugh	Engineman, St. Louis Division	7/3/20	11 years
Frank Seiffert	Blacksmith Helper, Minnesota Division	9/25/20	5 years
John Cowhey	Laborer, Illinois Division	7/16/20	9 years

C. B. FOOTE

After forty-six years of service, C. B. Foote, better known as Chalkey, has retired from active service. He started as fireman on the I. B. & W., now Big Four, from Urbana to Indianapolis. He has worked under five administrations until the road became I. C. R. R., most of the time running from Champaign to Decatur.

Mr. Foote was born in Ohio in the year of 1850 and came with his parents to Urbana, Ill., when a boy six years old, and has watched the twin cities grow until the present day.

CHARLES SISSON

Mr. Charles Sisson was retired April 3, 1920, at sixty-four years of age, and after a

service of nearly forty-one years, thirty-nine of which was spent as agent and operator at Mason, Ill., where he was born. During the thirty-nine years he was agent at Mason, he served this company faithfully and at the same time he took an active part in everything pertaining to the good of the community. He was for years leader of the Mason band and trustee of the village and a leader in everything that was for the public good. There was probably no man in Effingham county better or more favorably known. It is said that during the thirty-nine years of service in the capacity of agent at Mason, that the Illinois Central never paid a claim on less than carload shipment billed out of his station and there never was a trainman fined for holding the street crossings or on account of trains exceeding the speed limits through the village.



WILLIAM BOSLEY.



CHARLES SISSON.

A symbol of service to investors

THIS keystone is the mark of the House of H. O. Stone & Co. It symbolizes the service to investors which this well-known house offers. It means safety—conservatism—soundness—in investing.

H. O. Stone & Co.'s First Mortgage Real Estate Bonds

are the ideal investment for your savings or surplus funds. They offer every advantage of safety and non-fluctuation plus double usual savings interest. Ask us to send you

Investment Literature No. C11.

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**First Mortgage Real Estate
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CHICAGO



Let us tell you about our Partial Payment Plan

by which, for 10% down, 10% a month and 6% while you save, you can buy a \$100, \$500 or \$1,000 bond from the House of H. O. Stone & Co.

(24)



CHARLES A. K. AXEN.

WM. BOSLEY

Mr. Wm. Bosley entered the service of the Chicago & Alton Railroad at Bloomington, Ill., in 1861, as messenger boy. In 1868 he accepted a position as fireman on the Peoria, Pekin & Jacksonville, at Jacksonville, Ill. Resigned this position in 1872 and entered the services of the Indianapolis, Bloomington & Western Railroad, now a part of the New York Central lines, as a fireman in 1873. Was promoted to the position of engineer, yard service of the same company. He remained with that company until it was transferred by lease to the Peoria & Springfield, now the P. & P. U. Railroad. Was engaged continuously running yard engine and roundhouse work until 1880, at which time he was promoted to night roundhouse foreman at Peoria, for the Peoria, Decatur & Evansville Railroad, serving in that capacity until 1881, when he was made engineer in the road service. In September, 1900, when the Peoria, Decatur & Evansville Railroad was taken over by the Illinois Central Railroad, he continued in the services of the latter company, and was continuously employed until June 1, 1920, when he was retired on a pension.

Mr. Bosley makes the following statement:

"Now after a period of 51 years and 10 months continuous service, and having



ILLINOIS CENTRAL BASE BALL TEAM, FREEPORT, ILL., SHOPS.



C. B. FOOTE.

reached the age of three score and ten years, I find myself on the honor roll, with all the needs of myself and my good wife amply provided for by the generosity of the pension system. Thanks to the good old Illinois Central Railroad."

CHARLES A. K. AXEN

Mr. Charles A. K. Axen, pensioned car foreman, made his first trip over the Y. & M. V. R. R. this month, and on returning home said he never realized the massiveness of the corporation that he had spent 35 years of his life for. He also stated that he reflects his memories back to the old school days of railroading with happiness, and feels highly honored in having the privilege of rendering his service to such a great corporation.

BANISH — Sample Free! — TOBACCO HABIT !!

Send No Money

Dr. Elder's Tobacco Boon banishes the injurious and offensive tobacco habit in 3 to 4 days. Easy to take. No craving for tobacco in any form after first few doses. Simply send name for Free Sample and convincing proof.

DR. H. WILL ELDERS, Dept. 616, St. Joseph, Mo.



JUST A MOMENT

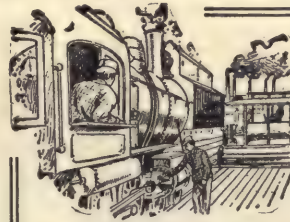
Stop and think of this when you want real high grade **Jewelry** at the **right price**. I invite your personal inspection of my stock and a rigid investigation of my methods. Should you wish to purchase a very fine **Diamond** allow me to compare quality and prices is all I ask. I guarantee every **Diamond** I sell to be absolutely **perfect** or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

Safety First and I. C. Buttons, gold only, \$1.00 each.

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**Railway e
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves
Soreness, Redness
and Granulation.

Druggists supply Murine
at 60c per bottle.

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



The Pioneer Railroads of the Lower Mississippi Valley

Second Period

The Beginning of the Trunk Lines

1846 to 1865

By C. R. CALVERT

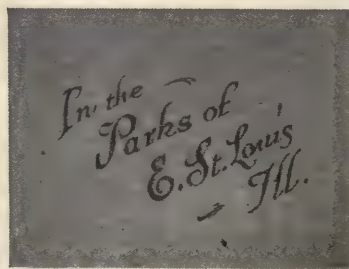
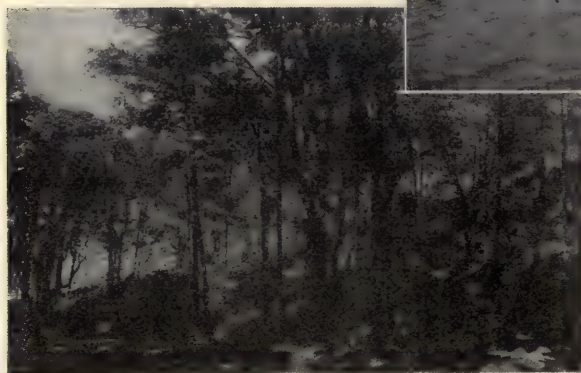
Traveling Freight & Passenger Agent, Y. & M. V. Railroad, Memphis, Tenn.

(Continued from October Issue)

Apparently nothing came of this latter company; for we find that the Mississippi Legislature, under Chapter 1, of the Laws of 1848, again authorized the Governor to appoint five commissioners to take charge of the completion of this line, and Section 2, of the Charter provided that:

"The powers which are by law conferred upon the President and Direct-

ors of the Jackson and Brandon Railroad and Bridge Co., are hereby transferred to and devolve upon the said Commissioners, and, likewise, all of the powers which, by the Act to incorporate the Southern Railroad Co., approved February 23rd, 1846, are hereby granted and invested in the said Commissioners to be reinvested in the said Southern Railroad Company, whenever same may be organized."



DIAMONDS ON CREDIT

Send For Christmas Catalog

The easiest, most convenient way to make handsome, worth-while presents is to send for our Catalog, make your selections in the quiet of your own home, and have as many articles as you wish charged in one account.

Credit Terms on purchases of \$5 down, balance in eight equal amounts payable monthly.

Watches Splendid bargains in 25-year guaranteed world renowned Watches on credit terms as low as \$2.50 a Month.

TO THE CASH BUYER— While our prices are lower than cash prices quoted by other concerns, we make a discount of 8 per cent to the buyer who desires to pay cash in full in advance, or on delivery.

For Christmas Presents

Diamond Rings, Solitaire \$25.00 up
Loftis Solitaire Diamond Cluster Rings . . . 150.00 up
Diamond La Vallieres . . 15.00 up
Diamond-set Cameo La Vallieres . . . 18.00 up
Diamond Bar Pins . . . 15.00 up
Diamond Ear Screws . . . 35.00 up

We Can Fill Any Requirement

Diamonds
Win Hearts

WATCHES ON CREDIT

LOFTIS BROS. & CO.

The House of Worth-While Gifts on Credit

The Loftis Perfection Diamond Ring is the most popular solitaire ring ever designed. Each diamond is selected with special reference to its perfect cutting and brilliancy. This beautiful 6-prong 14-k solid gold mounting embodies all the lines of delicacy and beauty with the necessary strength.

We are offering extra special values in this ring for Christmas presents. Send for Catalog and make your selection. It will be sent prepaid. You see and examine the ring right in your own hands. If satisfied pay one-fifth of price and keep it; balance in eight equal amounts, payable monthly. Satisfaction guaranteed.

For Christmas Presents

Diamond Cuff Links . . \$ 8.00 up
Diamond Scarf Pins . . 15.00 up
Pearl Necklaces with Diamond-set Clasp . . 18.00 up
Wrist Watches . . . 22.00 up
Watches, gold filled . . 20.00 up
Cameo Rings, Diamond-set 18.00 up
Vest Chains, solid gold . 12.00 up

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GIVE
HER this
handsome
LOFTIS
PERFECTION
DIAMOND
RING
for a Christmas
Gift. Cased in
beautiful ring
box, ready
for presentation.

Your
Credit
is Good

The
Best
Gift
of
All

ORDER TODAY
DON'T DELAY

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Race Track, Ideal Park, Endicott, N. Y. Situated on the banks of the Susquehanna River, the ideal location gives it many advantages. Every known form of outdoor amusement for young and old is to be found here. **EVERYBODY WELCOME**
* * * EVERYWHERE.

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

We make "BETTER SHOES FOR LESS MONEY." Ask your Dealer

Chapter 33 of the Laws of 1852, authorizes the consolidation of the Vicksburg and Jackson Railroad with the Southern Railroad, and the subscription of the Vicksburg and Jackson Road "as stock in the Southern Railroad." This Act also gives the Southern Railroad until January, 1854, to complete the first five miles of road.

Consolidation did not apparently take place until 1856—and the line was completed to the point of connection with the M. & O. near Meridian some time in the year 1861.

THE MEMPHIS AND CHARLESTON RAILROAD.

The Memphis convention, which was held in November, 1845, was the outgrowth of a previous convention held in July of the same year in the interest of the military roads to the Western Indian frontier; and, while the July convention did not accomplish any definite result, it gave to the men who attended a broader vision of the needs of the Country and they adjourned to prepare for another convention to be held at a future date that should canvass the entire industrial and commercial situation in the southern territory and suggest remedies for the evils and plans for progress.

Sixteen state and territories were represented by more than six hundred delegates at this convention, which was presided over by John C. Calhoun, the great statesman from South Carolina, and the call outlined nine subjects relating to the general development of the South, that were suggested for discussion.

In his opening address, Mr. Calhoun said—"in regard to the various railroad schemes in contemplation, I regard that which seeks to connect the southern seaboard with the Mississippi Valley as the most important in every particular. The mouth of the Mississippi might be blocked and the Gulf of Mexico swept by foreign cruisers and the vast produce of the Mississippi Valley would not be left to perish, but would seek its eastward passage in safety to the Atlantic.

At the close of the convention, the

An Easy Squeeze

With a CORCO Bottle Capper

Puts metal crown caps on any size standard beverage bottle. No adjustment. Always ready. Mechanically perfect. Positive seal. Your beverages will keep if capped with a CORCO. Nickel plated—weight 10 ounces.

If your dealer can't supply you, send us his name and \$2.50 and a CORCO Capper will be sent direct to you, postage prepaid.

Corco Manufacturing Co.
1062 McCormick Bldg., Dept. 4248, Chicago



Price
\$2.50



FREE TO WEAR 10 DAYS

Let us send you a wonderful sparkling Brilnite Stone without one penny in advance. All the fire and Brilliance of a perfect diamond. Beautiful solid gold settings; richly engraved. Flush lined case.

Money Back If You Can Tell A Brilnite From A Genuine Diamond

Your choice of ladies' or gent's ring or scarf pin. (For ring joint send strip of paper long enough to meet over second joint of ring finger.) Upon arrival deposit only \$4.75 with postman. We guarantee to refund your money in ten days if you want it. Otherwise send only \$2.75 a month for five months. Send no money, just write TODAY.

BRILNITE DIAMONDS—5 S. Wabash Ave.

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Chicago

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IMPORTED
VELOUR
\$6.89**

Write quick for this amazing bargain. Only limited lot. Wonderful quality, imported velour—a record-breaking cut price. Guaranteed \$12.00 value for only \$6.89 on arrival.



**DELIVERED
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Pay on Arrival
Only \$6.89 for
This Great

**\$12
HAT**

Send No Money!

Just send your name and size of hat on postcard or letter, for this wonderful imported black genuine velour hat. Beautiful fedora style. Flexible brim. Can be turned up or down. Made of the finest quality, very silky, black imported velour. Fine wide grosgrain black silk ribbon band. Genuine leather non-soluble sweat band. **DON'T SEND A PENNY**—Pay only \$6.89 on arrival for this \$12.00 hat. Your money immediately, if you can match it for less than \$12.00. **Save Money—Write Today** before this astounding offer is withdrawn. Just send your name and address and size.

BERNARD, HEWITT & COMPANY
Desk H3511 900 W. Van Buren Street, Chicago, ILL.

GOOD PENMANSHIP MADE EASY

A fascinating course costing less than four cents a day. Write today for Free Circulars and handsome specimens.

The Palmer Method School of Penmanship by
Correspondence,

30 C. Irving Place,

New York City

**In
Tablet
Form
Only**



**Easy
to
take**

**NUXATED
IRON**

**For Red Blood
Strength and Endurance**

DO NOT ACCEPT SUBSTITUTES

**6000 MILES
GUARANTEED
FREE TUBE**



With Every Tire Ordered

CLIFTON DOUBLE TREAD TIRES represent the highest standard in reconstructed tires. By our exclusive process of manufacture you receive the service of Four EXTRA Ply of fabric which insures against blow outs and makes the tires practically puncture proof. Immediate shipment guaranteed.

Prices Include Tubes and Tires			
30x3	\$ 7.00	34x4	\$11.25
30x3½	8.25	34x4½	12.50
32x3½	9.00	35x4½	13.00
31x4	10.00	36x4½	13.50
32x4	10.50	35x5	14.25
33x4	11.00	37x5	14.50

**Reliner FREE With
Every Tire**

Send \$2.00 deposit for each tire ordered, balance C. O. D., subject to examination, 5 per cent special discount if full amount is sent with order. State whether S. S., C. L., Plain Tread or Non-Skid—all same price.

CLIFTON TIRE CO., Dept. 268, 3536 Ogden Ave.,
CHICAGO, ILLINOIS

RAILROAD POLICIES FOR RAILROAD MEN

One leg, or one arm, or one eye, can't successfully do the work of two, else why do we have two of each in our makeup.

If they are worth having, they are worth protecting. Protect them in the Railroad Man's Company.

More than \$22,500,000.00 Paid to 895,000 Policyholders and Their Beneficiaries.

Accident and Health Insurance

(Cut out and mail today)

Continental Casualty Co.
910 Michigan Ave.,
Chicago, Ill.

I am employed by the ILLINOIS CENTRAL RAILROAD. Please send me information in regard to your accident and health insurance such as is carried by hundreds of my fellow employees.

Age _____ Occupation _____

Division _____

Name _____

Address _____

Continental Casualty Company H. G. B. ALEXANDER **Chicago**
President



Stifel's Indigo Cloth

Standard for over 75 years

STIFEL
REGISTERED

For OVERALLS, JUMPERS and UNIFORMS

It's fast color and will not break in the print.

Look for the boot trademark on the back of the cloth. Garments made of Stifel Indigo sold by dealers everywhere. We are manufacturers of the cloth only.

J. L. STIFEL & SONS, Indigo Dyers and Printers
Wheeling, W. Va. 260 Church St., N.Y.

result of the deliberations was embodied in a series of resolutions, and the thirteenth resolution read as follows:

Resolved: That the railroad communications from the Valley of the Mississippi to the South Atlantic Ports, in giving greater facilities to trade, greater dispatch to travelling, and in developing new resources of wealth, are all salutary in their influences on the commercial, social and political relations, and

FREE TO ASTHMA SUFFERERS

Free Trial of a Method That Anyone Can Use
Without Discomfort or Loss of Time

We have a method for the control of Asthma and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as occasional or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter, what your age or occupation, if you are troubled with Asthma, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all forms of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our expense, that our method is designed to end all difficult breathing, all wheezing, and all those terrible paroxysms.

This free offer is too important to neglect a single day. Write now and begin the method at once. Send no money. Simply mail coupon below. Do it Today—you do not even pay postage.

FREE TRIAL COUPON

FRONTIER ASTHMA CO., Room 558N.
Niagara and Hudson Streets,
Buffalo, N. Y.

Send free trial of your method to:

.....

.....

.....

Don't Send a Penny

While they last, we offer these well-made serviceable striped worsted trousers as positively the season's most astounding pants bargain. Prove this entirely at our risk! Send for a pair to examine and try on. Not a penny now. Just the coupon, —that's all— and we will mail these wonderful pants—then it is up to you to keep or return them. Just see them first—then decide!

Amazing PANTS Bargain

Such a wonderful pants saving as this comes in mighty handy at any time. Even if you don't need them right now, it will pay you to lay in a pair or two anyway, as men's clothes are going up right along. Made of very substantial, closely woven worsted cloth, designed for either work or dress. Double sewed throughout; full sized side, hip and watch pockets, neatly finished and trimmed; loops for belt. Fit, style, material and workmanship a absolutely guaranteed. Color, dark gray striped; goes well with any color coat. Sizes: 30 to 42-in. waist; 30 to 36-in. inseam.



Order No. CX735. Be sure to give size.

Quick! DONT DELAY!

Make sure of at least one pair of these remarkable bargain trousers before they are all taken by shrewd buyers. Send no money. Only the coupon now. Pay only \$2.98 for pants on arrival. Inspect them critically—try them on—compare with pants selling up to \$6.00—and if you have the slightest hesitation about keeping them, return to us and we will promptly refund your money.

LEONARD-MORTON & Co. Dept. 7978 Chicago
Send me Trousers No. CX735. I will pay \$2.98 for trousers on arrival and examine them carefully. If not satisfied, will return them and you will refund my money.

Size—Waist.....Inseam.....

Name.....

Address.....

they are strongly urged upon the consideration and patriotism of the people of the West; and they are more recommended as works within the power of private enterprise to construct; and as affording profitable investment for capital. (To be continued)

MERITORIOUS SERVICE CHICAGO TERMINAL

Engine Foreman F. Snyder, Fordham, has been commended for action taken on discovering N. Y. C. 249324 with door bulged, and carded bad order transfer. Lading was rearranged, door closed and sealed, inspector passed car, and same went forward on train 71, October 4, thereby avoiding delay to car.

During September the following suburban trainmen and gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands: Conductor A. S. Waldrep, W. Kirk, R. Gums, J. E. Skibbie; Flagman W. Ament, R. Creps, K. Melleville, H. McWilliams, G. B. Logan, J. Sedlacek; Collector H. Richardson; Gatekeeper A. McCurdy, Daisy Emery, Josephine Carroll, Zella Mills, Rhoda Hooker, Una Simmons, Viola Long, J. E. Keating.

ILLINOIS DIVISION

Agent C. W. McKnight, Paxton, has been commended for discovering and reporting C. & N. W. 45879, flat car, with no light weight stencilled on same. Arrangements were made to have car stencilled.

SEND NO MONEY

Write quick for this amazing sock bargain. Only limited lot. Men's fine quality black or gray wool socks. Full seamless, double sole, toe and heel. Guaranteed wear-proof.

**6 PAIR OF GUARANTEED \$3.00
\$1.00 WOOL SOCKS**
Guaranteed Six Months

SEND NO MONEY—write quick. Socks sent delivery charges paid. Pay \$3 on arrival, no more. Money back if not more than pleased. Give size, color.

BERNARD, HEWITT & CO.

Dept. X3511 Chicago



YOU Can Get a Ford FREE

Without a Dollar of Cost

You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

G. WOODS, Mgr., 203 Capital Bldg., TOPEKA, KANSAS



Operator J. A. Schneiderjohn, Kankakee Junction, has been commended for discovering and reporting I. C. 147397, October 1, going east on New York Central. Car was diverted, thereby avoiding unnecessary delay.

Agent D. C. Trimble, Otto, has been commended for discovering and reporting Southern 27657 with bent axle, train 491, engine 403. Car was set out, and defect



**SMASHING
SHOE PRICES**

\$2.48

Work Shoes

Send No Money

And Dress Shoes at \$4.89

A Blow at Profiteering



\$2.48 for a pair of real honest built work shoes. Sounds impossible but it is true and the best part of it is that you do not have to send any money to prove it.

Very durable, made of high grade, oil grained leather. Kromide leather on the sole.

Thousands Have Been Satisfied

The dress shoe we are offering at \$4.89, just think of it, \$4.89 for a dress shoe. This in itself is the greatest bargain of the season, but in addition with every pair of dress shoes sold we will sell a pair of these work shoes for \$2.48. A price that sounds like the days before the war. Imagine for a total expenditure of \$7.37 actually less than the value of the dress shoes you will have two pairs of shoes.



Men's fine dress shoe of high grade, black leather, extra quality leather sole. True fit, wide last, high comfort toe.

Send No Money, Just Send Your Order

and pay your postman \$7.37 and postage when the package arrives. You take no risk as the shoes will be sent to you under our iron clad guarantee of money back including postage if you are not fully satisfied.

We Positively Cannot Sell Either Pair of Shoes Separately

When ordering be sure to mention the size required on each pair of shoes.

WOLPER'S, CHICAGO

Dept. 219 1201-1209 West Van Buren St.

TIRES at Cut Prices

More Than 50% Saving on Brand New Fresh Rubber Tires. DON'T SEND A PENNY.

We will allow you to inspect these Tires before you pay one cent. We will prove that this is the Greatest Tire Bargain ever offered. If not satisfied that you are getting a Big Bargain return the Tires at our expense. Do not confuse these tires with the so-called "Double Tread," "Retreaded" or patched up used tires.

OUR CUT PRICES

Tires Tubes		Tires Tubes		Tires Tubes	
30 x 3	\$ 9.60 \$2.00	31 x 4	\$13.90 \$2.75	34 x 4	\$15.45 \$3.50
30 x 3½	11.25 2.25	32 x 4	14.20 3.00	34 x 4½	18.85 3.50
32 x 3½	12.95 2.50	33 x 4	14.90 3.25	35 x 4½	17.75 3.50

Send name, shipping point, size of Tires you want and whether S. S. or Clincher. We will ship Express C. O. D. Subject to examination. Remember you have nothing to lose. **DON'T FAIL TO ORDER TODAY.** 5 per cent discount if full amount is sent with order.

PARK TIRE & RUBBER WORKS

Dept. 106

3540 Ogden Avenue, Chicago, Ill.

In
Sizes
30x3
30x3½
Only

In
all
sizes
except
30x3
30x3½

remedied. This action undoubtedly prevented possible accident.

Conductor W. H. Watson, Gilman, train 95, October 5, has been commended for discovering and reporting M. C. 42079 with a light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor J. W. Knee, Fordham, has been commended for discovering and reporting broken wheel on H. N. 70726, extra 1875, south, at Kankakee, October 5. Car was set out for necessary repairs, thereby preventing possible accident.

Operator W. C. Watson, Otto, has been commended for action taken to stop train



GENERAL FOREMAN M. A. BOUYSON SUBSTITUTED HIS 9 MONTHS' OLD SON, ARTHUR SIDNEY, FOR ELECTRICITY IN THE LOCOMOTIVE HEADLIGHT.

Your Skin Can Be Quickly Cleared of

PIMPLES

Blackheads, Acne Eruptions on the face or body, Enlarged Pores, Oily or Shiny Skin. Write today for my Free booklet, "A CLEAR-TONE SKIN," telling how I cured myself after being afflicted 16 years. \$1,000 Cold Cash says I can clear your skin of the above blemishes.

F. S. GIVENS,

135 Chemical Bldg., Kansas City, Mo.

Sangamo Special

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration



Bunn Special

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration

Is Your Watch Adjusted to Six Positions?

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

"Sangamo Special" and "Bunn Special"

Railroad Watches are adjusted to *six positions*. Ask your jeweler about these superior watches. Descriptive folder sent on request.

Illinois Watch Company
Springfield

25, October 6, account of all tracks being blocked. This action prevented possible accident.

Engineer G. W. Shelley, Kankakee, Fireman O. E. Jeffries, Champaign, have been commended for action taken in proceeding to Champaign when, engine 1649, train 52, October 22, a superheater unit bursted. This action prevented delay to local.

Brakeman N. A. Madderson, Fordham, has been commended for firing engine 1636, train 54, from Clinton to Chicago, account of regular fireman being unable to keep steam up. This action avoided unnecessary delay.

Conductor D. S. Wiegel, on train 34, September 4th, lifted employe's trip pass account having previously been used for passage and collected cash fare.

Conductor F. A. Hitz on train 33, September 16, lifted employe's term pass account passenger not being provided with identification slip and collected cash fare.

A favorable mention has been made upon the record of Brakeman C. H. Alsop for discovering, when inspecting train, about fifteen inches of flange on wheel on B. & O. 135232 was broken off, thereby averting a possible accident.

A favorable mention has been made upon the record of Switchman Claude Knight for discovering about eighteen inches of broken flange at north end of Champaign yard, and reporting same to the chief dis-

The VOSE Grand

embodies every principle of scientific piano construction, perfected through seventy years devoted to the attainment of an ideal. It has quality and prestige, combined with moderate price. Investigate the Vose before buying a piano.

We Challenge Comparisons

Write for our beautifully illustrated catalogue and easy payment plan.

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164 Boylston Street, Boston, Mass.



TOBACCO OR SNUFF HABIT CURED OR NO PAY

No matter whether used in pipe, cigarettes, cigars, chewed or used in the form of snuff, Superba Tobacco Remedy contains nothing injurious, no dope, poisons, or habit-forming drugs. Guaranteed. Sent on trial. If it cures, costs you one dollar. If it fails, or if you are not perfectly satisfied, costs you nothing. Write for full remedy today.

Superba Co., M-20, Baltimore, Md.

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BE THE LEADER. We teach you by mail the rules of Parliamentary Law and the duties of the presiding officer in conducting lodge, union or club meetings—all that governs the deliberative or legislative assembly. The Course, prepared by Herman Ames Phillips, LL.B., for 15 years Journal Clerk, National House of Representatives, and John Philpot Curran, LL.B., is based on the rules used in Congress. Low cost, easy terms. Write for free illustrated booklet of pointers for speakers.

AMERICAN PHILOMATHIC SOCIETY

Dept. 428 127 N. Dearborn St. CHICAGO, ILL.

TAKES PAIN OUT OF RHEUMATISM

Keep Sloan's handy for backache strains and sprains, too

SLOAN'S Liniment has been sold for 39 years. Today, it is more popular than ever. There can be but one answer—Sloan's produces results.

Applied without rubbing, it penetrates to the afflicted part, bringing relief from rheumatic twinges, sciatica; sore, stiff, strained muscles; backaches, sprains, and other external pains, often the result of exposure. It leaves no mussiness, skin stain or clogged pores.

Get a large bottle for greater economy. Keep it handy for use when needed. Your druggist has it. Three sizes—35c, 70c, \$1.40.

Sloan's
Liniment (Pain's enemy)

patcher, who located the car in a train at Paxton, where it was set out for repairs.

SPRINGFIELD DIVISION

Conductor F. D. Crum, Clinton, Ill., has been commended for firing engine 1874, train 54, September 21, when regular fireman was unable to keep up steam. This action prevented delay.

Section Foreman J. W. Coffey, Vandalia, Ill., has been commended for discovering and extinguishing fire on roof of L. & N. 56363, thereby preventing property loss.

Conductor H. Burkhardt, East Grand Ave., has been commended for discovering and reporting broken rail in cross over south end of passing track on L. & M. October 18, train 595, at Mt. Olive. This action undoubtedly prevented possible accident.

INDIANA DIVISION

Conductor J. W. Knight on train 205, September 15th, declined to honor employee's ticket account being in improper hands and collected cash fare.

IOWA DIVISION

Conductor W. P. O'Hara on train 11, September 14th, declined to honor identification slip form 1572 account passenger not being provided with pass. Passenger refused to pay fare and was required to leave the train.

STORMY DAYS

Don't worry the man who works in a

FISH BRAND

Coat or Slicker

He has the best water-proof garment made.

Two styles of medium length coats, Nos. B411 with buckle fasteners; B421 with buttons and Reflex Edges that stop the water from running in at the front.

Dealers Everywhere

A. J. TOWER CO.

BOSTON, MASS.

2620



All Fat People



Easily Reduce

The world owes a debt of gratitude to the author of the now famous Marmola Prescription, and is still more indebted for the reduction of this harmless, effective obesity remedy to tablet form. They are so convenient to take, and as pleasant as candy. One after each meal and at bedtime will quickly reduce your weight, two, three or four pounds a week, and leave no evil effects such as loose, flabby skin and unsightly wrinkles. Just go on eating what you like—leave exercise to the athletics—take your little tablet as directed and soon you will be your natural self, cloaked in firm flesh and trim muscles. Marmola Prescription Tablets may now be obtained at all drug stores, or by writing direct to Marmola Co., 215 Garfield Building, Detroit, Mich., and their reasonable price—one dollar for generous package—leaves no excuse for dieting or violent exercise for the reduction of the overfat body to normal proportions.

FREE Puncture Proof Tube 6,000 Miles Guaranteed

For a limited time only we are offering absolutely free a puncture proof tube guaranteed 6,000 miles, with every purchase of one of our famous Reliable

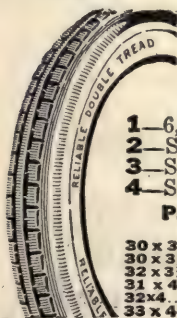
Double Tread Tires which are guaranteed 5,000 miles and often give 8,000 to 10,000.

4 Reasons for Buying this Bargain Offer—

- 1—6,000 miles without a puncture!
- 2—Save repair bills!
- 3—Save entire cost of tube!
- 4—Save money on tires!

Price Includes Tire and Tube

30 x 3.....	\$7.25	34 x 4.....	\$11.35
30 x 3 1/2.....	\$8.35	35 x 4.....	\$13.00
32 x 3 1/2.....	\$8.95	35 x 4 1/2.....	\$13.25
31 x 4.....	\$10.20	36 x 4.....	\$13.75
32 x 4.....	\$10.55	35 x 5.....	\$14.50
33 x 4.....	\$11.00	35 x 5 1/2.....	\$14.75
		37 x 5.....	\$14.90



FREE RELINER WITH EACH TIRE

In ordering be sure to state size wanted, also whether s. s. clincher, plain or non-skid. Send \$2.00 deposit on each tire, balance C. O. D. subject to examination; 5 per cent discount if you send full amount with order. Rush your order today.

Reliable Tire and Rubber Co.

436 Michigan Ave.

Chicago, Ill.

TENNESSEE DIVISION

A favorable notation has been made upon the record of Conductor H. C. Davis. On noticing about 16 inches of a flange I. C. 122126 loaded with coal was broken off, Mr. Davis promptly advised car inspector and thereby averted a possible accident.

Conductor J. S. Wesson on train 3, September 13, lifted employee's trip pass account being in improper hands and collected cash fare.

LOUISIANA DIVISION

Conductor L. E. Barnes, on train 4, September 4, declined to honor clergy ticket account being in improper hands. Passenger declined to pay fare and was required to leave the train.

Conductor T. A. Moore, on train 23, September 9, lifted employee's trip pass account being in improper hands and collected cash fare.

Conductor R. D. Robbins on train 6, September 10th, lifted 30 trip family ticket account being in improper hands and collected cash fare.

Memphis, Tennessee

Operator T. G. Williams, Tunica, has been commended for discovering and reporting brake beam down on G. N. car, train 51, passing his station. Train was stopped and brake being removed, thereby preventing possible accident.

Division Notes

GENERAL OFFICE

After an absence of several months our old-time friend, Raymond Goldberg, with

Try My Winter EGGMAKER For 30 Days

Send me no money. Just the coupon. My great Winter Egg Maker is called "Two-for-One." I want to send you some to try, Joe Brabec, Jr., of Mount Olive Ill., gave his hens "Two-for-One" and got 336 eggs last November from 12 hens. Mrs. T. T. Simons of Milltown, Ga., got 469 eggs from 19 hens in one month. Mrs. J. A. Doll of Corinth, Mass., in February got 739 eggs from 25 hens. Mrs. T. W. Wills of San Diego, Calif., writes that her 42 hens laid 1,260 eggs in one month. Mrs. R. Hegi of Buckeye, Ariz., got 93 eggs a day from 100 hens in February. Your hens can do as well if you give them "Two-for-One."



I Guarantee It to Produce Winter Eggs for You at a Cost of 1c per Dozen or It Won't Cost You a Penny

If your hens are moulting they need help in getting over it quickly. If your hens are over the moult they need help because the process of moulting has weakened them. That is why they are droopy, lazy, listless.

My great Winter Egg Maker contains Iron Sulphate for the bone building and strengthening, Precipitated Calcium Phosphate for shell-forming material, Ginger for a general tonic, invigorator and to sharpen the appetite, and Aloes as a gentle yet effective laxative and intestinal antiseptic. These four ingredients are just what hens need now, just as weak soils need nitrogen or other ingredients.

Send No Money

I want to send you my great Winter Egg Maker, "Two-for-One," to try 30 days. Don't send any money now. Just send me the coupon. I will mail you "Two-for-One" prepaid. Try it 10 days, 20 days, or thirty days. Watch for results. If you are not completely satisfied, "Two-for-One" won't cost you a cent. The publisher of this paper guarantees that I will refund your money at once upon your mere request if you are not more than pleased. Send me the coupon now, without money, and begin getting big egg yields at once, as so many thousands of users are doing. Don't put this off—write me now before you forget.

H. E. GOODRICH, President

Kinsella Company, 240 Bonheur Bldg., Chicago, Ill.

H. E. GOODRICH, President
Kinsella Company, 240 Bonheur Bldg., Chicago, Ill.

Dear Mr. Goodrich: If my hens do not lay extra winter eggs at a cost of 1c per dozen as a result of "Two-for-One" you guarantee to refund my money on request. On this condition you may send me the following, as checked, on 30 days' trial.

- ☐ One package of "Two-for-One," for which I will pay the postman \$1.00 upon arrival.
☐ Three packages of "Two-for-One," for which I will pay the postman \$2.25 on arrival.
☐ Ten packages of "Two-for-One," for which I will pay the postman \$5.00 on arrival.

NOTE: The remedies below will help you make more money with your poultry. Order now. All sent on our money-back guarantee. Send no money now.

- ☐ 1 large size bottle of Kinsella Roup Cure, for which I will pay postman \$2.00 on arrival.
☐ 1 four-ounce can of Kinsella Lice Paste, for which I will pay postman \$1.35 on arrival.
☐ 1 four-ounce jar of Kinsella Scaly Leg Remedy, for which I will pay the postman \$1 on arrival.

Name _____

P. O. _____

State _____ B. F. D. _____



2 for \$5.25

Send No Money!

Two wonderful \$4.00 shirts for only \$5.25. Save at least \$2.75. Everybody wearing these semi-dress Gray Flannel Shirts for business, work and sport.

Cadillac Broadcloth Flannel Shirts

Two \$4.00 Shirts for Only \$5.25

Made of fine quality Cadillac Broadcloth Gray Flannel, Special Winter weight. One large pocket, faced, sleeves and matched pearl buttons. Cut Extra Full. Coat Front Style. Double-Stitched thru-out. Soft turn-down collar with sixteen faced neckband. Thoroughly Shrinked. Try to match these shirts in any store at \$4.00. Yet we offer you two for only \$5.25.

Send No Money Write today. Shirts will be sent at once, transportation prepaid. Pay only \$5.25 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

Desk FS3511 - CHICAGO
BERNARD-HEWITT & CO. 900 W. Van Buren St., CHICAGO

his blue sweater and smiling countenance, has returned to his former position in the mail room. We are all very glad to have Ray back with us again, and we are sure he enjoys the friendship of those around him.



1920 INDOOR OUTDOOR CHAMPIONS AT FORDHAM, ILL.

Top Row—A. Britton, coach; J. Rodgers, R. F.; L. Walker, Mgr. and C. F.; J. Worholick, 1st base; C. Stevens, S. S.

Bottom Row—J. Corcoran, 3rd base; M. Ragan, 2nd base; R. Kelley, P.; C. Smith, C.; E. Underwood, L. F.

Fordham

General Foreman Thiems braves won championship by defeating the office Indians, four out of seven games. Scores: 5-1, 4-2, 3-1, 1-0. The swift work of Catcher Smith, J. Worholick, 1st basemen, Ragan, 2nd baseman, Corcoran, 3rd baseman, and the wierd pitching of R. Kelley, spit ball king, were the features of the series. The heavy hitting of Walker, Stevens and Rodgers and the fielding of E. Underwood will long be remembered. There has been bitter rivalry between both teams all summer, with the braves in a slight lead. Much can be said of the office team. They were a hard-boiled lot to beat. A banquet will be served the winning team in the near future, and a good time is expected by all. Manager Walker was one of the number to offer his team to help out the crippled White Sox, but like the rest he was too late. Manager Walker looks forward to another championship in 1921 and hopes the office force will be there with another strong team to make it interesting.

SHOES—TWO PAIR—SHOES

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is to pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course you don't expect full details of an amazing offer such as this in such small space and you are right. If you look for our big six and a half inch illustrated ad in this issue, you will get full particulars. Wolpers—Dept. 219 at 1201 W. Van Buren Street, Chicago.

Don't Endure PILES



Write me and I will send you on trial my mild, soothing, guaranteed treatment for Piles which has proven a blessing to thousands who are now free from this cruel, torturous disease. Send post card today for Full Treatment. If results are satisfactory costs you \$2.00. If not, costs nothing.

H. D. POWERS, Dept. 658 BATTLE CREEK, MICH.

EARN REAL PHONOGRAPH

Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm, makes perfect reproductions of all kinds of music. A MARVELOUS Machine in every way. Delighted thousands of homes. **Send NO MONEY** Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 3 records free. E. D. LIFE, Dept. 11185 Chicago



Cured His RUPTURE

I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me, Eugene M. Pullen, Carpenter, 54G Marcellus Avenue, Manasquan, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

Rheumatism

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Mr. Jackson is responsible. Above statement true.

ST. LOUIS DIVISION.**Centralia Terminal.**

Mr. Geo. Goggin is spending his vacation at home. Ivan Carter is working during his absence.

Division Storekeeper J. G. Warnecke has returned home after visiting with his daughter in Oklahoma.

Yard Clerk E. M. Beebe and wife spent a week in Chicago visiting relatives.

Mr. P. S. Mabry is the proud daddy of a baby girl that arrived at his home last week. "Papa" Mabry is all smiles over the new arrival.

Misses Lena Watts and Ethel Buckner, record clerks, are in St. Louis on a shopping tour.

The hunting season that has just opened has attracted several of our force. Yard Clerk Rudy Fink and a party of friends are up near Vandalia on a hunting trip, while Yardmaster Geo. F. Hails, our animal trainer, is anxiously awaiting their return, hoping he will have some animal to tame.

Miss Ella Cockran, Record Clerk, has returned to work after spending her vacation in Chicago.

Trainmaster F. T. Gibbs has returned home after a two weeks' vacation trip.

Yardmasters B. R. Rambo and J. D. Phipps are on a hunting trip today.

MINNESOTA DIVISION**Transportation Department**

Mr. G. A. Saunders, chief accountant, has returned to work after spending his vacation with his folks in Bancroft, Ia.

Miss Esther McLaughlin, trainmaster's clerk, who has been on a six months' leave

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of absence in California, has resigned her position, and accepted a similar position with the Santa Fe, at Needles, Calif.

Mr. R. N. McCarron, assistant accountant, has resigned his position and accepted a position with the revenue office.

Miss Angella Haupt and Marion Coffey spent a day in Dixon, Ill., recently.

Miss Margaret Walsh spent a day in Chicago recently.

Waterloo Yard

J. D. Lovell, J. V. Hearn and Jud Joyner has returned from a hunting trip. From all reports they were not very successful.

J. D. Lovell, of Waterloo, recently spent a day in Minneapolis.

J. Joyner, of Waterloo, spent his vacation in Minneapolis.

Dubuque Freight

Miss Collette LaTronch, clerk in freight office, was married at St. Patrick's church, Dubuque, to Mr. Fred Niggs, October 20th. Mr. and Mrs. Niggs will reside in Dubuque.

Now that Miss Hazel Hoiium, our congenial stenographer, has desisted from displaying that pretty curl low on her forehead, Lewis Schulte is dissatisfied. He has commenced training a little one all of his own. Lewis stoutly maintains, however, that this is not a "spit curl."

Ray Barnes, roundhouse timekeeper, spent his vacation visiting old friends at Cherokee. We were surprised to see him back so soon, and again able to resume his duties.

Mr. N. Bell, our master mechanic, returned last week from a two weeks' vacation spent in fishing at Eagle Lake, Minn. It is rumored that Mr. Bell was unusually dexterous and skilful in his handling of the rod and fly on his annual trip and these stories are confirmed by several of the foremen, who profited thereby.

It is reported that our general foreman, H. N. Seely is planning on entering next year's Olympic tryouts. He will enter both the "five and ten mile walks." Mr. Seely will have the staunch financial support of practically everyone in Waterloo, Ft. Dodge, and Cherokee shops.

Mr. J. Robertson, fireman, has returned to work after having spent his vacation in the mountains.

Mechanical Department—Waterloo, Ia.

L. S. Schulte, accountant, is now back on his job after a two weeks' vacation spent in visiting relatives in the great dairy state of Wisconsin. Mr. Schulte from all general appearances has derived great benefit from his vacation which carried him back to the days of his boyhood spent on the farm. Since his return he has been wont to entertain the office force with poems of "Corn," "Cobs," etc.

Mr. Harry Stewart, formerly of the Rock Island lines has been engaged to fill the position of accountant vacated by Harry Hageman, who resigned to attend the University of Minnesota. Although we are all sorry to lose Harry, we take great pleasure in welcoming Mr. Stewart in our midst.



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ILLINOIS CENTRAL MAGAZINE

DECEMBER 1920

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SIOUX CITY, IOWA

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ILLINOIS CENTRAL Magazine

Vol. 9

December, 1920

No. 6

Farmers of Grenada County, Mississippi, Discuss Illinois Central Service

Farmers of Grenada County, Mississippi, were interviewed by a representative of the Illinois Central last month, and each was asked for a frank statement of his opinion of the service rendered by the Illinois Central and the Yazoo & Mississippi Valley Railroads, with any suggestions he might have for improving that service.

The answers were overwhelming. The reporter spent three days in Grenada County, seeking in vain for a single dissenter to the prevailing impression that the Illinois Central and its affiliated lines form the finest railway system in the South. None was found. Every farmer interviewed made the same answer to the question: "What do you think of the Illinois Central?"

A half dozen of the farmers talked with made suggestions on improving service, but each suggestion was offered almost apologetically.

"There's just one little thing," one farmer said. "But please don't report it. You can adjust that matter yourself. I think the Illinois Central is the finest railroad in the country—progressive, up-to-date, courteous and efficient."

And so with the others. They weren't anxious to have their objections read into the records. But, if they were to be quoted, they did want to be counted among the loyal friends of the Illinois Central System.

The parting words of one farmer were impressive, and fairly representative of the general feeling.

"The Illinois Central has nothing but friends down here in Grenada County," he said. "Just let us know when we can help you in any way."

Proofs Weren't Needed

The reporter had set forth laden with documentary evidence with which to defend the railroads from possible attacks—records of operating efficiency, co-operation with patrons, purchases of new equipment and other phases of the reconstruction work now going on among the railways, showing the Illinois Central a leader in its field. They were left in the interviewer's grip. The Grenadians needed no convincing.

The trip was the third in a series which is being taken by a representative of the Illinois Central. The former trips have been to Cherokee County, Iowa, and Champaign County, Illinois.

The sun was shining when the reporter arrived in Dixie; even the sun reflects the spirit of Southern hospitality.

The reporter had been warned of conditions in the South—of the cotton failure and the general spirit of despair in farming sections. The farmers did talk about the failure of the cotton crop and of the possibility of suffering among the poorer families this winter, but their conversations were tinted with a spirit of optimism, rather than pessimism. Southern farmers have limitless faith in the South. They are blue over the immediate outlook, of course; but they have dauntless spirits, and they believe the South will come back stronger than ever. Along with that faith in their section of the country, they have a similar faith in Southern institutions, and they regard the Illinois Central as such an institution.

The farmers who were interviewed in Grenada County own on an average of more than 1,500 acres each. They are the substantial, leading farmers of their community, nearly all of them well-to-do and all patrons of the Illinois Central System. The Illinois Central and the Yazoo & Mississippi Valley railroads are the only railway lines touching Grenada County.

W. N. Hayward, living north of Grenada, is a partner with A. M. Hayward in the firm of Hayward Brothers, which owns 3,300 acres of Grenada County farming land. The Illinois Central divides the farm for two miles and a half. The Haywards are general farmers.

"I have nothing but good to say for the Illinois Central," was Mr. Hayward's reply to the reporter's question. "I always have received good service. I find employees extremely courteous."

Wouldn't Leave Illinois Central

J. E. Martin operates 440 acres three miles south of Grenada. He formerly specialized in Hereford cattle and Duroc-Jersey hogs and is going back, he said, to cattle-

raising, believing that it offers exceptional opportunities to the farmers.

"The Illinois Central has done more for me than I ever did for them," Mr. Martin said, "and I appreciate it. I would have bought a plantation in another part of Mississippi recently if it hadn't been for moving off the Illinois Central. That's how much I think of your road. I always feel at home with Illinois Central people. For several years I did considerable traveling and I always found the Illinois Central employes and officials more courteous than any others.

"I can remember when the spirit of railroading changed. In the old days the railroad employes thought 'to hell with the public.' That isn't true any more. I was glad to see the change come. I know that the railroads are anxious to serve and are anxious to please. The Illinois Central is one of the best railroads in the country. Put me down for that."

Robert West, former sheriff of Grenada County, was cornered by the interviewer just after he had alighted from a beautiful saddle-horse at the courthouse door. He owns a 700 acre farm two miles east of Grenada, where he does general farming, specializing in Duroc-Jersey hogs. He praised the attitude of the Illinois Central in its public dealings and in the way of suggestions cited the covering of stock pens.

"We have to get stock in here early in the morning sometimes and our stock trains never leave until night," he said. "I think we ought to have covered pens for stock."

Later in the day he saw the interviewer again and hailed him.

"I've been thinking over your questions," he said, "and would like to suggest one other thing. The Second Street crossing here at Grenada has taken all the traffic from First Street crossing and most of that from Third Street. The First Street crossing has been closed. I think you ought to transfer your flagman from Third Street to Second Street.

"You needn't say that if you don't want to. That's something that can be attended to here. But don't forget about covered stock pens, will you?"

Getting Close to Patrons

The Dubards—father and two sons—own 3,000 acres at the station of Dubard, west from Grenada on the Yazoo & Mississippi Valley. W. V. Dubard, one of the two sons, stopped on the steps of a hardware store to be interviewed.

"I make one or two trips every year," he said, "and I want to tell you I am always glad to get back to the Illinois Central. The Illinois Central seems like home to me. And then, you have better trains, your trains make better time and your employes and trainmen are more courteous."

Mr. Dubard spoke especially of the Illinois Central as a co-operating public service enterprise, getting in close touch with the public.

"The Illinois Central gets closer to the people it serves than any other railroad," he said.

Mr. Dubard offered a subject which he said he could not understand. He receives considerable local freight at the station of Dubard from Memphis and points north. He said that he believes it should be routed by way of the Illinois Central to Grenada and then by the Yazoo & Mississippi Valley to Dubard, rather than from Memphis to Clarksdale, from Clarksdale to Greenwood and from Greenwood to Dubard on the Yazoo & Mississippi Valley, which necessitates an additional handling and makes for some delay.

Villa Montevallo, a fine home on the outskirts of Grenada, is one of the show places of the section. Col. O. F. Bledsoe, who owns 1,000 acres of land adjoining Grenada, built the mansion himself, drawing his own plans. Although well advanced in years, Colonel Bledsoe is still vigorous and he received the interviewer warmly. He declared he always had had the best of relations with the Illinois Central's equipment and facilities employes, and quoted his son—a wealthy farmer in the Delta country—in saying that the Illinois Central System, its officials and are always better than those of any other railroad. The colonel declared he shared his son's view.

Warner V. Horton, living ten miles northeast of Grenada, declared the Illinois Central's freight and passenger service are unexcelled. "The Illinois Central is one of the best railroads in the country," he said.

I. G. Rounsaville is a member of the board of county supervisors. His farm is eleven miles west of Grenada, in the edge of the county.

"The Illinois Central is as good or better than any railroad in the country," he said. "It gives me fine service. I have no complaint."

"By Far the Best in the South"

The interviewer was constantly referred to Roland W. Jones as one of the most progressive farmers of the county and Mr. Jones was finally located in his automobile, preparing to drive to his farm. He is the owner of Troy Plantation, 2,000 acres five miles west of Grenada, where he raises Shorthorn cattle and Duroc-Jersey hogs. The farm, by the way, has been in the family for three generations—not uncommon, however, for the large Southern farms.

"My experience is that the Illinois Central is by far the best railroad in the South," he said. He told of the co-operation of the Illinois Central representatives when he had come home from the navy on a furlough to market some stock. Cars were scarce, but he was taken care of.

"This is my experience," he said. "If I treat a railroad man fairly I will get fair treatment. A lot of folks will go into a railroad office and jump on some clerk like that clerk owned the railroad. Of course,

those folks are going to get it right back at them. That's not the way I deal with railroad people. I always find the railroad employees courteous and fair."

Another farmer much quoted in Grenada County is Col. R. Daily. Mr. Daily lives across the line in Yalabusha County, but his farm extends into Grenada County to the extent of 600 or 800 acres. There are four sons in the firm, all of them interested in farming the home place. The father was born and reared in the neighborhood where he lives. He raises more mules than any other farmer in Grenada County and does other things on a big scale.

Mr. Daily declared that his relations with the Illinois Central System always had been most friendly, and he spoke especially of the high standard maintained by the employees and officials.

"And I know that everybody gets exactly the same treatment I do," he concluded.

J. C. Perry, who was born in Grenada seventy years ago and owns 2,000 acres of farm land, also is a bank director and owner of a cotton seed products mill. He led the interviewer into the director's room of the bank and declared that he had always been pleased with the service received from the Illinois Central organization. He made two trips recently, one into Canada, another to California.

"I'll tell you," he said, "when we got back to Chicago and went down to the Twelfth Street Station and saw the cars with the letters 'I. C.' on them, we felt like we were back home again."

Mr. Perry discussed the difficulty of maintaining a large organization in which every employee should reflect the spirit of the railroad—that of service and courtesy.

"Christ chose twelve picked men to do his work, you know, and one of them failed," he said.

Speaking of Dairy Campaign

C. C. Provine lives on his farm south of Grenada. He is a modern farmer. He talked mostly of the dairy campaign put on by the Illinois Central in Mississippi. He declared that it was a worth-while movement and that the Illinois Central is doing a great work in farm development.

Donald G. Ross, living south of Grenada, was warmly enthusiastic over the Illinois Central. He spoke of the courtesy of service and especially of a number of employees. The campaign for diversified farming, in which the Illinois Central is interested, is the hope of the South, he declared.

W. A. Campbell is manager of Glenwild Plantation, a magnificent historic farm which recently was purchased by John Borden of Chicago. There are 3,600 acres and pure bred stock will be raised. Mr. Campbell was interviewed at the old Southern mansion, which is now being restored. He

commended especially the Illinois Central spirit of progressiveness.

S. M. Cain owns about 2,500 acres of Grenada County farmland and is a general farmer. He declared that the Illinois Central's service couldn't be better. Mr. Cain is a wide traveler and he declared that his experience justified his faith in the Illinois Central System—that it is without a rival when it comes to rendering efficient service.

J. T. Thomas, president of the Grenada Bank, is one of the most outstanding of the progressive private citizens of Mississippi. He is interested in farming and discussed farm conditions in the South with the interviewer.

Mr. Thomas has organized a community service which is striving to make better farm homes in that state. Motion pictures of an educational nature are shown throughout the rural sections, while competent lecturers explain them. A number of years ago Mr. Thomas took the lead in a number of farm improvement campaigns, but has given these up to build upon the foundation institution—the home. The Illinois Central, by the way, co-operates with his educational campaign whenever the illustrated lectures are given in territory served by it by sending expert lecturers with the party.

W. R. Baker is the owner of Mt. Lore Stock Farm, eight miles northwest of Grenada, a place of 2,000 acres settled by his grandfather in 1834. He praised the Illinois Central warmly, declaring it to be the best railway system in the South.

As a suggestion, Mr. Baker raised the question of demurrage charges. He believed that farmers living a distance from their shipping center should be given an extension of the free time allowed for unloading and loading freight.

K. Mattingly, living five miles northwest of Grenada, is another member of the county board of supervisors. He is one of the largest stock shippers of Grenada County, and he spoke highly of the treatment received from the Illinois Central, and especially of the Grenada agent. Train service, he declared, could be no better.

W. F. Martin, owner of Martindale Stock Farm, a part of his ownings of between 2,500 and 3,000 acres in Grenada County, was interviewed at the same time as Mr. Mattingly, his brother-in-law. Mr. Martin suggested that, as a matter of accommodation to farmers, freight offices be kept open during the noon hour, arranging so that the clerks have different lunch hours.

W. M. Mitchell, who has 800 acres three miles south of Grenada, spoke warmly of the Illinois Central's service to farmers.

Dr. James H. Spence, owner of 1,600 acres in the north part of Grenada County, also was found to be a warm friend of the Illinois Central. Doctor Spence recently located in Grenada County from Memphis. He declared the Illinois Central's service to be first class in every respect.

A Brief Sketch of Cherokee, Iowa

F. W. Johansen, Supt. City Schools

Cherokee, Iowa, a city with a population of 5,824, is located on the main line of the Illinois Central 451 miles west of Chicago, and about half way between Fort Dodge and Sioux City. In addition to the excellent transportation facilities east and west, branch lines of the I. C. extend south as far as Onawa, Iowa, and north as far as Sioux Falls, South Dakota. About six hundred families that reside in Cherokee obtain their support through various departments of the Illinois Central Railway. Extensive shops and yards, and freight and passenger depots, as well as other railway offices furnish employment for these men.

Cherokee is located practically in the center of northwest Iowa, which, agriculturally speaking, is the heart of the world. Rich farm lands which are surprisingly productive stretch out for miles in all directions throughout northwest Iowa. Practically all of this land is valued at at least \$300.00 an acre and much of it is held at a higher figure than this. In this connection, it is interesting to note that earlier this year the Saturday Evening Post commented editorially upon the fact that the recent increase in farm land values throughout the Central West could be traced to the increased values which developed a few years ago in Cherokee County, Iowa.

One of the Most Productive Sections on Illinois Central Line

Cherokee County, of which the city of Cherokee is the county seat, has an area of 576 square miles. An immense quantity of farm products are shipped out of the county and likewise heavy shipments of freight are received. The 1920 census returns show the following figures for Cherokee County:

Number of Animals Reported

1. Horses	14,754
2. Mules	546
3. Cattle	54,801
4. Sheep	4,986
5. Swine	113,940

Principal Crops

	Acres Harvested	Quantity Harvested
1. Corn	115,279	5,587,202 bu.
2. Oats	80,895	3,880,849 bu.
3. Wheat	2,036	25,738 bu.
4. Hay	37,950	62,040 ton

Farms and Farm Acreage

1. Number of farms—1,844.
2. Land in farms, total acres, 352,003.
3. Number of improved acres, 306,883.

4. Value of farm land and buildings, \$106,227,692.00.

Other tabulations which help to show the immense agricultural wealth of this section have been obtained from state reports and give the following additional information with regard to Cherokee County.

Number of automobiles in county, 4,225.

Number of tractors, 293.

Silage, 25,695 tons.

Apples, 2,835 bushels.

Poultry, 339,500.

Dozens of eggs, 676,150.

Barley, 2,042 acres.

Potatoes, 2,473 acres.

Pop corn, 125 acres.

A great business through this section of the state is farming, as is indicated by the above statistics. As one drives through the county, the well improved farms with their many buildings, the extensive use made of all sorts of farm machinery, the careful cultivation of all of the land, the large herds of cattle and swine, and a hundred and one similar things indicate that modern scientific farming is to be found at its best in this section of the country. A county farm bureau which has a membership of 1,546, maintains a central office in Cherokee. A live stock breeders' association with a membership of over eighty takes a very active interest also in the farming activities of the county. It is no uncommon thing for Cherokee farmers to bring back a good many prizes from the State Fair and even from the International Stock Show.

A Distributing and Manufacturing Center

Considering the fact that Cherokee is in the heart of a great agricultural region, it is a great distributing center for this entire section because of the splendid railway facilities in all directions, and because it is easily accessible by automobile. The trade territory for many of the retail establishments extends a distance of thirty and more miles in all directions. This trade territory is of the most desirable sort because of the immense buying power of all classes of people in this section.

Cherokee offers opportunity also as a distributing center for wholesalers. The city is located in one of the best markets to be found anywhere. The Sachse-Bunn Company, which deals in threshermen supplies, has its home office in Cherokee and other branch offices at convenient points through the section, among them being one at Sioux City. Cherokee is developing rapidly also as a center for the distribution of tractors and automobiles.

City Hall - Armory



Court House



Public Library

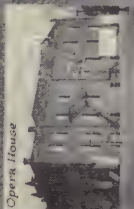


Public Buildings

Lewis Hotel



Opera House



Business Block



Cherokee Ia.

Post Office and
Business Block



Many opportunities are offered in Cherokee to the manufacturer because of convenient transportation facilities and because of comfortable living conditions for labor. For the small manufacturer, cheap electric power can be had, as the Cherokee Electric Company is equipped with Diesel oil burning engines and can deliver a large amount of power. There is practically an inexhaustible supply of water which can be had from both shallow and deep wells as well as from the Little Sioux River, if necessary. The Caswell Manufacturing

municipality owns the system of water works, and a private company owns a gas plant which supplies the city. The downtown section has a complete electroliner system. Company "I" of the Fourth Iowa Infantry, U. S. N. G., of Iowa, is comfortably housed in an armory. A public library building is conveniently located near the center of the town.

Cherokee has many beautiful church edifices. The following Protestant denominations have erected buildings in Cherokee: Presbyterian, Methodist Episcopal, Bap-



Company is located in Cherokee, and has a market in all parts of the country for its tractor accessories and its belt guide. Tractor hitches for the binder, plow, and corn picker, as well as a steering device for a tractor are put on the market by this company. The Wilson Hose Supporters are manufactured in Cherokee. A well driller which is widely used is also put on the market by the Cherokee Manufacturing Company.

The City Has Many Improvements

There are some twelve miles of paving in Cherokee, a little over one-third of which was laid during the season of 1920. The

tist, Congregational, Christian and Lutheran. A new Catholic church was erected in 1907. In addition, splendid buildings have been erected on the same block for the Immaculate Conception parochial school, and for the academy which is managed by the Servants of Mary. The academy provides a home for out-of-town girls and in its courses, follows as closely as possible the course of study for accredited high schools of the state of Iowa. Special opportunities are offered for training in music and art, in the languages, in needle-work and domestic science, and in commercial work. This building in Cherokee is also the Mother

House for all of the Servants of Mary in any of the missions throughout the United States. The parochial school enrolls about 150 pupils, and is under the direction of the Servants of Mary.

Both the Y. W. C. A. and Y. M. C. A. maintain organizations with paid secretaries. Recently an estate valued at approximately \$100,000 was left the Y. M. C. A. and in the near future a new comfortable Y. M. C. A. building will be erected.

In addition to the Cherokee State Hospital mentioned elsewhere in this article, a large modern hospital building has been

trained for the particular positions which they are to fill. Grade teachers are graduates of a normal school, and in addition, have had successful teaching experience. In a similar way, the high school teachers are college or university graduates who are especially trained for the positions which they hold. Four buildings are used by the system of schools, three for grade purposes and one for high school work. The Wilson high school building was erected in 1916, and is a splendid modern fire-proof building, providing for all departments of high school work. The grade buildings are mod-



erected by the Sioux Valley Hospital Association. This hospital is rated as one of the best throughout this section of the country. A hospital for the treatment of cancer patients is maintained also by Doctor Seaman.

The Public School System

The Cherokee public school system is as highly accredited as any system in the state. At present there are some forty-five teachers and supervisors in the system, and a few over a thousand pupils. In electing teachers for the system of schools it has been a policy of the board of education to secure only such teachers as are especially

ern in their improvements, and conveniently house all of the grade children. There are about thirty children in the average grade room.

The Lincoln building, which is centrally located, conveniently houses the Grammar department which is made up of all of the seventh and eighth grade children in the city. The department has a large assembly room of its own, and sufficient recitation rooms to let the work be carried on conveniently. It is close enough to the high school building so that these pupils have the opportunity to do work in the home economics department, the manual training

department, and the gymnasium. The school nurse, who looks after all of the children in the entire system, has her office also located in the Lincoln building.

Another feature in connection with the grade work, is the fact that the Cherokee schools have been selected by the Iowa State Teachers' College as one of two systems in the state to co-operate with them in connection with student teacher work. Three faculty members from that institution, and from twelve to eighteen senior girls in the primary course, work through

are segregated into two groups—one group being prepared for stenographic positions, and another group made up mainly of boys, who take up a business course. A normal training course is also open to Junior and Senior students. Pupils graduating from this course are prepared to take positions in rural schools, and graduation from the course gives a certificate to the student which is a valid license to teach. Physical training instructors are provided for both the boys and girls, and a large gymnasium is in constant use. Athletic activities are



the primary department of the Cherokee schools. These student teachers act as assistants to regular room teachers and in this way constant supervision is provided for practically all of the children in the primary grades. Results are obtained in these grades because of this work which the average school system has no opportunity to bring about.

Various courses are offered to the students who enter the high school. In the regular work, complete courses in history, English, science, French, Latin, mathematics, and similar subjects are offered. Two-year courses are offered in the home economics department, and in the industrial work. A strong Commercial course is also provided. In this department the pupils

easily encouraged because of the fine facilities for carrying on this work. In general it is felt that the needs of pupils are more fully looked after in the system than is usually the case in other cities.

The Cherokee State Hospital

The Cherokee State Hospital situated on the Illinois Central at Cherokee is the latest and most modern state hospital in Iowa. The buildings are of modern fireproof construction throughout and consist of one main building, a separate psychopathic hospital, a separate hospital for tubercular patients and a cottage for farm workers. It serves the north-west counties of Iowa. The grounds including farm, garden, lawns and golf course contain a thousand acres. The capacity in all departments is 1,150

beds. The medical staff consists of one superintendent, four assistant physicians, one woman physician and one pathologist. Major George Donohue is in charge of the institution.

Each patient is examined mentally, physically and neurologically and the reports of each examination are presented with the patient before the complete staff. During the last year there were admitted 180 men and 114 women, of these, 32 men and 33 women were discharged as recovered. There were also 56 men and 50 women that made

competition. It is the best herd owned by the state and has an average yearly production of 10,000 pounds of milk per cow. A rather unique piece of work was the building of a mile and a quarter switch track from the main line to the hospital, involving the moving of 150,000 yards of dirt, a bridge over a creek and a concrete viaduct. This was all done by patient labor even to the foreman's services who was a patient. The amount of work each patient was allowed to do was determined by his ward physician.



Residential District.

Cherokee Ia.

sufficient improvement to warrant them being returned home where it is to be believed that they will complete their recovery. The percentage of recovery is approximately 20 per cent. No mechanical restraint in the care of patients is allowed, no camisoles, restraint sheets, straps or cribs are needed since the inauguration of hydrotherapy and occupational diversion.

Able-bodied patients are required to work as a therapeutic measure and the farm and garden take the time of over 500 patients. The hospital has a herd of registered Holstein-Friesian cattle which won three places at the 1920 Iowa State Fair against strong

The support of the institution is derived from charging to the counties in which patients have a legal residence the sum of \$24 per month. The total expenditures during the last year were \$397,165.38, the largest single item being that of wages amounting to \$73,139.74. It would have been impossible to run the institution on such a moderate expenditure if it were not for the fact that the farm and garden turned in \$157,927.77 worth of supplies.

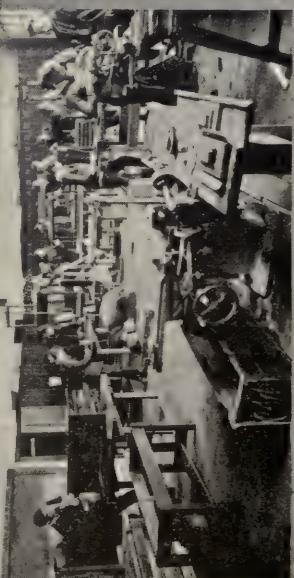
A City of Beautiful Homes

Because Cherokee is located in such a favorable section of the country, the people are able to afford comfortable modern

Cherokee Schools



Class Work in





homes. It is noted for being a city with beautiful residence sections. Because of its location in the valley of the Little Sioux River, the residence section is hilly enough to give it added beauty. With all the shade streets and well kept lawns and houses, there

are many show places in the city. Because of her business opportunities, her system of schools, her churches, and her homes, and her neighborliness, Cherokee is in many ways an ideal American city in which to live.

PUBLIC OPINION



What the

World thinks

A GREAT RAILROAD PRESIDENT

One of the really great men of this country, now fully proved by his popular and highly successful administration of one of the greatest railroad systems in the world—the Illinois Central—is President C. H. Markham.

Markham's work in reconstructing the I. C. Railroads, following their surrender by the government of the United States, parallels the stupendous task of Alexander Hamilton in devising our present national system of raising government revenues and, of the former it might not inaptly be said: "He breathed into the debilitated body of public railroad service and it sprang forward with quickened life; he smote the famished budgets of transportation, and increased revenues and reviving public confidence came to his aid."

Accepting as axiomatic the statement that the only reason for the existence of a railroad is the public service which it may render, and inviting constructive criticism and suggestions, President Markham has developed for the Illinois Central Railroads a new era, a golden age of rail transportation service, in which the public is taken into partnership with this heretofore so-called, "soulless corporation."

The Markham policy is impressed upon all I. C. R. R. employes from the highest to the lowest. Courtesy, efficiency, service, is the standing order that must be obeyed.

As a first result the attitude of the public toward the Illinois Central Railroad Co., has undergone a wonderful change. The people realize that friendliness and co-operation between them and this great public service company is good for both also, that increased service is entitled to increased compensation.

President Markham has brought this change about, not only by his wise and progressive campaign of publicity, largely through the country press but, in a larger measure, by doing things which stamped his management with the imprint of real honest constructive efforts in improvements

in which the public shared.

Increased revenues in passenger and freight tariffs have not meant increased salaries and dividends to stockholders and officers of the Illinois Central Railroad Co., but, have meant instead, increased expenditures for equipment for these railroads.

Quoting from a recent announcement of the I. C. R. R. 1920 bill for new equipment, the total appropriation is given at \$27,109,768 to be expended for locomotives, coal cars, refrigerator cars, stock cars, box cars, flat cars, suburban coaches, compartment coaches, baggage cars, dining cars and caboose cars, which new equipment is being continuously received.

President Markham is the greatest railroad president of this new and reconstructive age because he builds upon the greatest of all foundations in business—Service to the people.

A. D. McCALLEN.

Newton (Ill.) Mentor, November 25, 1920.

A HIGH COMPLIMENT

An average of 83 miles per day on all tank cars was made on the Illinois Central Railroad in the month of July. The average mileage for cars of all classes was 44.21 miles.

We congratulate the Illinois Central and its patrons. This season, owing to the prevailing shortage of petroleum and its products, the prompt movement of tank cars means more than ever before, and it is our pleasure to bring to the attention of the industry the service performed by the Illinois Central.

N. B. (for railroads).—The Bulletin will never carry any paid advertising, but if there are any railroads which would like a little free advertising they will doubtless get it if they do as well as the Illinois Central.—*The Oil and Gas Journal*.

THE NEW VIEWPOINT

We truly believe that the railroads of this country are making an honest effort to give the people some kind of service, after being almost paralyzed for over two years with in-

efficient government control. Our own Illinois Central has mapped out an expenditure of over twenty-seven million dollars for new equipment, in the immediate future. It has ever been the policy of every peanut politician running for office to get out and cry "down with the railroads, they are robbing the people," but just the same, the railroads are the mainstay of this great country of ours, which was only too well demonstrated in the late world war. The day of sand-bagging legitimate capital and enterprising corporations is drawing to a close in this country. The railroads are the great arteries of all our commerce and should be encouraged instead of demoralized by unjust legislation and hindrances which detract from their development and expansion. Without the railroads we would be in a sorry plight in our onward march in this great country.—*Farley (Iowa) Advertiser*, November 16, 1920.

A FORWARD MOVEMENT

After more than two years of destructive governmental operation, the railroads were returned to private control on March 1, 1920. The railroads had made no progress in the forward movement of the times during federal control and are now seeking to rehabilitate their properties and get in condition to solve one of the greatest problems confronting the business interests of the country—the question of adequate transportation.

The recent announcement by President Markham of the Illinois Central, of the purchase of new equipment consisting of locomotives and cars to the extent of \$27,000,000 indicates a great step in the right direction.

Mainly through the attitude of President Markham and the officers and employes of the Illinois Central, their railroad occupies a good position in the estimation of its patrons. No railroad in Iowa affords better service and no other railroad is more ready to meet the people in neighborly fashion. This is as it should be; the railroad is simply a great business enterprise and its interests and those of the communities served by it are mutual and identical.

The action of President Markham in taking the public into confidence and advising as to the aims, activities and aspirations of his railroad marks a departure from the traditional policy of railroad executives and it must be evident to the heads of railroads in this country that an individual has appeared among them.—*The Messenger and Chronicle*, Ft. Dodge, Ia., November 5, 1920.

FULL SPEED AHEAD

Possibly you may have overlooked the little story printed recently that the Illinois Central Railway had placed orders for equipment amounting to more than \$27,000,000. If you did it might be well to stop for a moment to

consider what that order means in a material way and what is its real significance. It means this great transportation system has turned its face to the future and ordered full speed ahead. That railway believes in America, has faith in the soundness of underlying conditions, feels safe in making an unusual expenditure for additional equipment that it may better serve the public, better meet its responsibilities, better make its contribution to the progress of the country. It knows the need of better and larger equipment, knows the value to the country of quicker transportation next year and in the years to follow. This road knows the war held back the work of betterment, of development, of progress. It is fully aware the railways are years behind the times in equipment and consequently in service rendered. It intends to make an extra effort to get up closer to a point where it meets normal requirements.

That order will stir the equipment companies, will arouse other railway systems, will beget other orders, because no live railway wants its orders at the tail of the list. That order stirs the labor market, insures months of continuous employment to large numbers of skilled and unskilled men in many lines. It calls for iron ore, stirs the furnaces, demands coal, calls for all the long list of materials that are included in the equipment ordered. Better than all else, it sounds the note of confidence and progress. It inspires confidence for today and begets confidence in tomorrow. This is a good time for the world of business to face to the front and start ahead. It's a good time for the individual to do the same. This country is all right. World trade is being resumed. Home trade is sound and will be better as we contribute. Let everyone do his share, as the Illinois Central did, and full speed ahead will be realized quickly.—*Ohio State Journal*, Columbus, Ohio, November 3, 1920.

RAILROAD PROSPERITY

Railroads are not yet earning amounts expected to accrue from the rate increases granted by the Interstate Commerce Commission, according to a study of operating statistics made by the bureau of railway economics and issued through the Railway Executive Association.

During September the first month for which practically complete statistics on the new basis are available, the Association said, the net income of 207 railroads fell \$29,543,000 or 26.9 per cent short of the amount necessary to give them a six per cent return on the valuation placed on the property used for transportation purposes. This, however, might be due in part, the statement added, to the fact that a considerable amount of traffic during the month was charged for at the old rates either because it started before the new rates were inaugurated or passed through

some of the territory in the states where state commissions have suspended in whole or in part the increases granted by the federal body.

This does not exactly jibe up with statement of President C. H. Markham, made in this city Wednesday night, while on an inspection of the properties of the Illinois Central railroad company. President Markham said that his road was doing the greatest coal hauling business it had ever done in its history; that October had broke all records and that indications pointed to November even exceeding October.

He did say, however, that other lines of tonnage were not quite up to pre-war conditions. This depression in business he regards as only temporary, and he believed that we were on an era of a greater business development and that it could not long be delayed.

President Markham is of the type of men who make business. Instead of looking for trouble, he goes about spreading optimism in his wake, preaching good times, leading people to expect them, and consequently reaps his share of prosperity. The Illinois Central is one of the greatest railroad systems of the entire country; a leader in the South, and a barometer of business conditions that has never yet failed. Whenever the Illinois Central reports "business good," it may be taken to mean that not only is the company prospering but that the country through which its road runs is in the same condition, for what makes business for the one, counts for the welfare of the other.

The Illinois Central recognizing this fact keeps an eye upon the territory which it serves and is constantly promoting movements of development and upbuilding that makes for the prosperity of the people and adds volumes of business to its already immense revenues.—*Jackson (Miss.) Clarion-Ledger*, November 19, 1920.

A STORY ABOUT US

Miss Mary Walters, a reporter for the Chicago Journal, recently made an experiment on the treatment a country girl, coming to the city, receives at the hands of strangers. Her story of the experiment was published in *The Journal*, November 17 and excerpts of it are interesting to readers of these columns, in that she made her entrance to the city through the Illinois Central Station at Twelfth Street. The article follows:

All my life I have wondered how it feels to be a poor and friendless girl from the country coming to Chicago in search of work.

So, a couple of weeks ago, in my old 1910 model suit, wearing a hat that had been "the thing" when Merry Widows were in style, I came into the city by way of the Twelfth Street station to find out.

I was still reminding myself that I was Mary Walters, late of Mattoon, Ill., and a

poor, lone girl fresh from the farm when I reached the waiting room. I stopped there, selected a seat that was nice and conspicuous and waited for my first insult. So I waited—and waited—and waited. But the crowds kept pushing past me with no one so much as glancing my direction.

I sat there almost an hour, and was just becoming hopelessly disheartened and miserable when I remembered it was breakfast time and that no doubt everyone was eating.

I made my way to the lunchroom. As I found a seat along the counter and settled my cotton umbrella and straw suitcase alongside, a couple of haughty stenogs, eyeing me, commenced to laugh.

"You can almost pick the seed off o' her, can't you, Nell?" one said.

"I'll say you can," agreed the other.

By that time I was so depressed that I had only voice enough to order rolls and coffee. But when I had finished I felt revived enough to ask the waitress for some dope on jobs and a room.

"You've spotted the wrong party, girly," she began, glancing up from where she sorted doughnuts onto small white plates only long enough to throw a withering glance. "It's my policy to—." Someone down the line wanted another cup of coffee. "Anyway they's no call for layin' by idle," she called back as she went to fill his order. "They's work for everybody."

The woman at the desk where I paid my breakfast bill dismissed my future with a half-hearted nod toward the Young Woman's Christian Association building, visible through the windows.

When I wandered back to the general waiting-room, I was not in a much merrier mood than when I had left, when a gorgeous, brass-buttoned officer of the law loomed ahead. Surely, I told myself, he can help me.

"Sir," I began, real respectfully, "can you tell me where I can find a room and a job?"

He scrutinized me for one awful moment.

"How old are you?" he snapped. "Where do you come from? What did you come for? Any parents? When did you get here? What are you going to do? Any job?"

"I come from Mattoon," I began weakly after what seemed an eternity's pause.

"From Mattoon," he interrupted, consulting his watch. "That's funny. First train from Mattoon isn't due for half an hour." And motioning me to follow, he led me toward the ladies' waiting room.

"She says she wants a room and work," he said to the matron. "Take care of her, and if you need me—"

The matron found me as much a burden as the policeman, and, like him, she decided to pass the buck.

"You should see the Traveler's Aid woman," she finally decided. "She knows everything." Then, indicating a seat along the

bench and handing me the picture supplement of some western paper, she went off to find her.

Miss Gleason, the Traveler's Aid representative, was very kind. Placing her chair beside mine, she proceeded to draw me out on the sad story of my life. Her sympathetic questioning unloosed my tongue, and my life's history became more tragic than even I had planned.

"You had better go over to the Woman's Church Federation Protectorate," she began briskly. "They will not only find you a nice room," she hesitated, watching the effect of her words upon me. "But they will find you a position, too.

"Maybe," she hesitated in the midst of the instructions on how to get there that she was writing for me. "Maybe I would better take you there myself. All these stories your hear about the dangers of a city are just about true. Being a young girl and a stranger, something might happen."

After being duly, not to mention safely, delivered by Miss Gleason, interviewed, questioned to a turn and my replies duly recorded, the Woman's Church Federation Protectorate started to find me work. The third telephone call to an employer found a vacancy.

My employer acted as if there was a real "me" inside that awful garb. But he, too, had to ask his questions, and, record his information. When I told him I was from Mattoon he almost shouted.

"From Mattoon," he repeated, beaming expansively. "Why I come from twenty miles north of there myself. Did you know the—"

I shivered. The only people I felt must live there were some Smiths.

But my employer did not question me too far.

"I can only start you at \$75 a month," he apologized. "But just as soon as you show you can do the work, I'll give you more."

Back at the Protectorate a jubilee was held over my success. The interviewer went to work in earnest to find me a room.

The Y. W. C. A.'s could house me temporarily. Eleanor club No. 1 could give me a room until Saturday. The Esther and Marianna clubs had waiting lists. Finally Eleanor club No. 5 agreed to let me have their one vacant dormitory bed with board for \$5.75 a week, providing that when a room was vacant—which with board would cost me about \$8—I would take it. The cheaper accommodations, they explained, were for girls earning less than I.

With Mary Walters put to work and safely housed, my day's work was over.

"How much do I owe you for all this?" I began, making a weak movement toward my purse as I started toward the elevator.

"Not a thing," the interviewer interrupted.

SOUTHERN POLITICS

Lay the jest about the julep on the camphor balls at last,

For the miracle has happened and the olden days are past.

That which made Milwaukee famous does not foam in Tennessee,

And the lid on old Missouri is as tight locked as can be;

For the eggnog now is nogless and the rye has gone awry,

And the punch bowl holds carnations, and the South, "By Gawd, Sir's dry."

By the still side on the hill side in Kentucky all is still,

For the old damp refreshments must be dipped up from the rill.

N'th C'lina's stately ruler gives his "Cola" glass a shove,

And discusses local option with the South C'lina Gov.

For the mint beds make a pasture and the corkscrew hangeth high,

And the cocktail glass is dusty and the South "By Gawd, Sir's dry."

All the night caps now have tassels and are worn upon the head,

Not the nightcaps that were taken when nobody went to bed;

When the Colonel and the Major and the Gen'l and the Judge

Meet to have a little nip to give their appetites an edge.

Now each can walk a chalk-line when the stars are in the sky,

For the fizz glass now is fizzless and the South, "By Gawd, Sir's dry."

Though she still has pretty women and her horses still are fast,

"Old Kentucky's" crowning glory is a memory of the past;

Now the partisans of "straight goods" and the "rectified" speak well,

For what's the use of scrapping when the business goes to h—?

In those lovely tassled cornfields all the crows are living high,

Each distillery's a graveyard, for the South, "By Gawd, Sir's dry."

—Central Law Journal.

YAZOO BOTTOMS

A description of the Mississippi Delta country, through which the Yazoo & Mississippi Valley Railroad is interlaced, is given in the following lines, published as an editorial in the Chicago Daily News, November 18. They will be especially interesting to those who are acquainted with the subject:

"When one speaks of especially fertile districts of the United States one naturally mentions the Yazoo valley.

"Yazoo brings to mind black bottom lands, tall cotton and the soft speech of Dixie. The sawlow stream slides in lazy loops across the western part of Mississippi and joins the great river at Vicksburg. The Yazoo (say it slowly), whence steamboats paddle down to New Orleans, tying up here and there at some lonely landing scow to take on cotton—the Yazoo drains rather ineffectively some of the richest soil within the boundaries of the United States.

"Over on the bluffs to the east white plantation owners look down on broad areas of cotton and woodland. A mesh of interwoven land and water, of crescent bayous and slow coiling streams and tan colored lakes, out of which the cypress lifts its knees, and of dark, vine draped silences of the swamps, stretches westward to the Mississippi. Here and there towns soak like lizards in the sunshine, and on lower land groups of negro cabins appear. In the rich bottoms of the Yazoo, where the mosquitoes whine and the negroes strum melodies after sundown, there is wealth of dark, everlasting soil.

"Some lands are given by the wind; others are piled up by glaciers; others were produced where they lie. The Yazoo valley soils are deposited by water. A broad flood plain scooped out ages ago by the Mississippi has since been silted up with slow sedimentations, and the black, buckshot soil, now a hundred feet above the sea, raises cotton, corn and garden truck. The great river with its burden of soil cut from northern hills slows down on the southern levels and deposits its silts along the banks. By silting it raises itself above the level of the plain and slides smoothly along, held in by the levee walls until high water comes. Then the flood sometimes breaks through and inundates the back regions with water and covers the land with a new coat of rich sediment.

"Sandy loam is dropped first, high on the levee banks. Here grow sweet potatoes and juicier yams and other southern truck. Farther back is left the finer loam, where cotton has been growing for fifty years without rotation. It was good land to work slaves upon before the war; now it is recovering after the collapse of slavery. Still farther back are the clays, where great gum trees grow and where deer and wild turkey lurk in autumn. It is a land of unrealized opportunities, needing more agricultural skill, drainage and efficient management. Complete control of river floods is the chief problem of the Yazoo bottoms.

"The great river dominates the valley. It is the friend and the foe, the master and the carrier of burden. From the mighty Mississippi, sliding toward the distant gulf, to the serpentine Yazoo, the river is the dynamic principle of these low lands."

RAILROADS AND PUBLIC MUST WORK TOGETHER

Southern Pacific Chief Lays Down Specific Rules for Achieving Best Results

Julius Kruttschnitt, chairman of the Executive Committee of the Southern Pacific, in a copyrighted article in the *New York Tribune*, emphasizes the need of co-operation among the public, the railroads, and the railroad employees. Now that many of the abuses resulting from unregulated competition have gone, he believes that such co-operation will bring a solution of the vexatious problems confronting the railroads. Mr. Kruttschnitt has a specific program, telling exactly how each of the three partners in the American railroad business can contribute to the success of transportation. He says:

"The directions in which the public can help are:

"1. To consent to increases of minimum car-load weights. Loading cars to capacity is impossible under existing car-load minimums, which can not be increased without the consent of regulating commissions. Improvement has been made, but there is room for much more.

"2. To modify laws limiting length of freight trains and requiring the employment of unnecessary men on freight trains, etc.

"3. To agree to such reduction of speed of freight trains and reasonable detentions of small shipments as will insure full car-loads.

"Very satisfactory increases in car and train loads during Federal railroad administration have been surrendered, under pressure of public opinion, since the return of the roads.

"4. To consent to reduction of free time, restriction of reconsignment privileges, milling in transit, etc. In the days of cut-throat competition abuses sprang up that resulted in unreasonable detention of cars at destination, and in transit, that should not be tolerated under regulated competition.

"5. To modify regulations imposing punitive overtime rates.

"Acting jointly, officers and employees can bring about:

"1. A friendly understanding and more harmonious co-operation between officers and all classes of employees; and above all a thorough realization of the obligation of public service, to which they owe absolute loyalty; otherwise expenditures of money, however liberal, will fail to secure satisfactory operating efficiency.

"2. Increased safety of life and property by formulating proper rules and strictly obeying them.

"3. Prompter and more careful handling of freight cars in switching yards, stations and terminals in order to reduce the enor-

mous expenditures and loss of service through frequent shopping.

"4. Conservation of fuel by educating employees in its economical use and then strictly following prescribed practice.

"Factors largely or wholly in the control of railroad officers are:

"1. Conservation of fuel by the application of superheaters and feed-water heaters on locomotives.

"2. Reduction of grades and curves.

"3 Substitution of heavier modern for light, obsolete locomotives.

"4. Increased shop facilities with drastic weeding out of obsolete and installation of the most modern and efficient tools.

"5. Close study of equipment design and elimination of every pound of unnecessary dead-weight without sacrifice of strength or safety.

"6. Increase of second, third and fourth main tracks.

"7. Construction of more passing sidings and terminals.

"8. Introduction of power freight-handling devices.

"9. Adjustment of passenger train schedules to provide adequate service and eliminate expensive, unremunerative trains.

"10. Common use of track and terminal facilities wherever possible without detriment to owning line."—*American Railroads*.

FARMERS SHOULD CO-OPERATE WITH THE RAILROADS

Because of their dependence upon the welfare of the railroads for conditions which will insure their own prosperity, farmers are taking an increasing interest in railroad affairs, according to the observations of an interviewer for the Illinois Central railroad, who visited a score of representative farmers in Champaign county, Illinois, recently to secure their views on transportation problems. A report of his visit is given in the November number of the Illinois Central magazine, just published.

The interviewer not only found the farmers taking an interest in railroad problems, but ready with suggestions for improving the relations between the railroads and their patrons. The suggestion was brought out that the chief obstacle in the way of a better mutual understanding had been a lack of information, oftentimes, on the part of farmers of railroad affairs, or, more often still, actual misinformation. It was suggested that each farm bureau organize a railroad committee, to comprise a half-dozen farmers wideawake on topics of the day, and instruct this committee to study railroad matters, keep in close touch with local railroads and constantly be in a position to advise the farm bureau on means for co-operating to get better and more efficient service. Champaign county farmers announced their intention of

bringing the subject before their own farm bureau for consideration.

The expressions of the Champaign county farmers on railroad subjects were quoted in the interviewer's report, regardless of whether their expressions were favorable or unfavorable to the railroads. The majority of the farmers praised the Illinois Central's service, declaring they had been treated with courtesy by railroad representatives and had always enjoyed the best of service. There were numerous discussions of the recent car shortage, but the interviewer reported that a majority of the farmers realized that the railroads were not to blame for a lack of equipment adequate to carry their peak loads this year, following the hostile anti-railroad period of the last decade and the effect of the war upon railroad equipment.

The farmers who were quoted by the interviewer include: C. H. Oathout, Champaign; J. W. Tummelson, Leverett; John Ehler, Thomasboro; W. H. Wheat, Rantoul; O. E. Williams, Rantoul; M. A. Walsh, Rantoul; John Wood, Rantoul; Peter J. Murray, Rantoul; Patsy Connor, Rantoul; Ed. F. Webster, Prospect; David Ingleman, Rantoul; John Ingleman, Rantoul; L. M. Wilson, Rantoul; Henry Franzen, Gifford; Oltman Busboom, Gifford; J. W. Maxwell, Savoy; Senator H. M. Dunlap, Savoy; O. E. Gates, Pesotum; P. J. Gates, Pesotum, and Charles Schurg, Pesotum.

The trip into Champaign County was the second in a series which is being made by an Illinois Central representative in the interest of developing better understanding of railroad problems by the farmers patronizing the railroad, and better understanding of farmers' problems by railroad officials and employees. The magazine, in which the interviews are reported, is distributed to the 60,500 employees of the Illinois Central. The first visit was made a month ago to Cherokee County, Iowa.—*Charles City, Iowa, Daily Press*, Nov. 13, 1920.

ILLINOIS CENTRAL GIVES CREDIT TO PATRONS FOR AIDING SERVICE

New High Records of Performance Due to Co-operation of Public, President Markham Says

Largely through co-operation of its patrons and increasing efficiency of its employees, the Illinois Central System was able, in August, 1920, to attain a new record in the number of net tons of freight moved one mile over its lines.

The new record is 1,602,091,000 tons, greater by 28,544,000 tons than the previous record of March, 1918, and exceeding by 224,297,000 tons the movement of August, 1919.

Substantial gains were made in the number of car miles per day and the heavier loading

of freight cars. In August, 1920, the average weight of each carload of freight handled on the lines of the Illinois Central System was 30.3 tons equaling the previous record of July, 1918, and exceeding that of August, 1919, by 3.9 tons, a gain over the same period of last year of approximately 15 per cent.

The number of car miles per day in August, 1920, reached 42.2, an increase of 6 miles over the August (1919) figure, or approximately 12½ per cent. The record figure on daily car movement was attained in June, 1917, when the average was 44.4 miles.

Gives Credit to Shippers

The credit for these records, according to President C. H. Markham of the Illinois Central, belongs equally to the Illinois Central organization and the patrons of the road, who have given a remarkable response to the nation-wide agitation to increase freight car efficiency. This efficiency movement with the patrons of the Illinois Central System has taken the form of an open letter which Mr. Markham addressed to patrons, urging them to study local conditions, co-operate with the railroad management and carry any complaints on service to him directly.

Thousands of the letters were mailed to shippers and placarded in railroad stations. The response was enormous. Scores of complaints have been successfully handled.

Reduces Bad Order Cars

The percentage of revenue freight cars on the lines of the Illinois Central System in bad order for the week ending September 4, 1920, was 5.26, a substantial reduction from the figures of a year ago. The percentage of bad order cars for the week ending September 6, 1920, was 6.54, although the figure had exceeded 3 per cent earlier in the year.

BELIEVES CO-OPERATION WILL GO FAR TOWARDS OVERCOMING SHORTAGE

C., M. & St. P. Says Road Is Receiving Gratifying Aid from Shippers and Public

In line with efforts of railroads generally to increase the efficiency of existing facilities, particularly locomotives and cars, the Chicago, Milwaukee and St. Paul Railroad Company has adopted various methods of supervision in that direction, principally dealing with loading of cars to capacity, and prompt releasing and movement. These efforts have met with gratifying co-operation on the part of shippers and the public generally, with the result that for the month of August the average carload increased from 23.37 tons to 24.8 tons.

Miles per car per day for the same month increased from 27.2 last year to 32.7 this year. From September 1st to 12th average miles per car per day were 35.08, compared with an average for the month of September last year of 31.2. During the past thirty days bad order cars have been reduced approximately 1,800 cars, thus putting that number of cars in service that otherwise would have been idle.

These facts were received by telegraph from H. E. Byram, president of the C., M. & St. P., who adds:—

"We feel that the interest of railway officers and employes together with the helpful co-operation of shippers, energetically directed toward increased and more efficient use of equipment, will go far toward overcoming the existing deficiency of equipment and that permanent benefits will follow."



Business Section

Cherokee Ia.

A Fable About the Railroads—John is Doing Better Now

The railways of the country have many warm friends in other lines of industrial activity. It is largely through the vision of those industrial friends, who—realizing that the railways form a foundation for commercial prosperity—have ceaselessly thrown their support toward eliminating those elements which have strangled railway development, that the carriers have been able to pass through the trying conditions of the last few years, and stand today upon the threshold of a new era. Among the warmest of those friends are a number of far-seeing newspaper men, who have made somewhat detailed studies of transportation problems.

Louis T. Golding, publisher of the St. Joseph (Mo.) News-Press, is an advocate of justice to the railways. In speaking before commercial gatherings on railway questions for the last several years he has told a fable of his own invention which has never before been set into print. The story reached the ears of a representative of the Illinois Central, and—

Here is Mr. Golding's story, as he wrote it for the Illinois Central Magazine:

By Louis T. Golding

Uncle Sam had a fine estate, the greatest estate in the world, and a fine family of active, industrious sons, and they worked the estate and developed it until it was the most prosperous and productive ever known.

These sons of Uncle Sam's were a vigorous lot. There was John Railroad, the eldest, a big, husky chap. He could do twice as much work as any of the others, but was conceited, overbearing, reckless, a spendthrift and selfish. Charlie Manufacturer was a busy boy. He was always getting up something new, always finding something about the farm that he could improve, or turn to use, and he got up a lot of things, being a good worker. There was Henry Mining, who was continually delving around for something under the ground that could be made worth while on the farm, and he did a lot to make it go. And there was Edward Commerce, who helped all the rest, made everything the others did worth while, and was a very important member of the family; besides, he was the smartest of the family, and knew it. He did not produce anything himself, but he made what the others produced to be of value to them and to him. And so the family went on, and grew up, the farm developed and everybody was happy, except that neither Uncle Sam nor any of the other boys liked the way John Railroad acted.

They were willing to agree that John was

a good worker, but he insisted on having the best room in the house, the softest easy chair in the living room, better food than anybody else, and then his manners were not good. He reached across the table and grabbed the butter away from Charlie Manufacturer, or he would insist upon taking half of Edward Commerce's pie, and Henry Mining could not get anything out of the ground without asking John Railroad's permission and giving John half of it. Besides, he gambled, lost his money, and was always in debt, and generally made life unpleasant around the farm, and the way he talked to Uncle Sam was really an outrage. In fact, he gave Uncle Sam to understand that he could not operate the farm without him, and generally made himself thoroughly obnoxious. Uncle Sam reprimanded him, but he did not improve his manners or his conduct until finally the other boys got disgusted, and they all turned to, and gave John Railroad the biggest licking he had ever had.

They beat him up "good and proper", and they put him to bed in the upper room with a stiff back and legs, and a bandage on his head, and then they all felt better. They had shown John Railroad "where he got off"; they made him understand who was running this house. Soon came plowing time, and there was the south forty to be broken. Uncle Sam needed that forty; he wanted to raise more grain. Then there was the rest of the farm to be plowed and harrowed, but there was nobody who could break the south forty, and plow the rest of the ground but John Railroad, and John was so much laid up that he could not do it. Meanwhile, the farm suffered, not enough grain was being raised, and Uncle Sam felt discouraged.

Things were all going to seed, weeds were growing up, and all the boys were discouraged and dissatisfied, so finally the boys and Uncle Sam decided that they had better nurse John Railroad back to health and strength so that he could break up the south forty, and plow the rest of the farm. John Railroad had been for some little time ready to admit that he had "got what was coming to him", and was mighty glad to have the boys come around and nurse him. He wanted to get back to work, and was now quite ready to remember that he was only one of the boys, and to behave properly, to speak respectfully to his father, and be fair and just with his brothers. He is getting better now, and it looks as if he is able to do some of the plowing, and presently he will break that south forty, and they will thus increase the crop on Uncle Sam's farm, and be doing better than ever they did before.

Illinois Central Presents Comparative Costs of Passenger Fares

Americans pay more for nearly everything they buy than do Europeans. They are able to pay more because their wages are relatively higher. There is one notable exception, however—passenger transportation charges in this country are substantially lower.

Although there has been a recent increase in American passenger fares, Americans still pay less for traveling accommodations than Europeans. The following is a comparison between passenger fares charged in the United States, the points being on the Illinois Central System, and fares paid by Europeans traveling similar distances:

FROM	TO	Distance (Miles)	Railroad Fare First Class	Sleeping Car Fare	Total R. R. Fare and Berth
Jackson, Miss.	New Orleans, La.	183.1	\$ 7.13	\$ 3.65	\$ 10.78
London, Eng.	Manchester, Eng.	183.5	11.07	2.43	13.50
Memphis, Tenn.	Vicksburg, Miss.	221	8.59	4.05	12.64
Paris, France	Liege, Belgium	228	14.51	7.53	22.04
St. Louis, Mo.	Chicago	294.2	11.24	4.05	15.29
London, Eng.	Carlisle, Eng.	299	19.59	3.65	23.24
Chicago	Fort Dodge, Iowa.	374.6	14.89	4.05	18.94
Paris, France	Geneva, Switzerland.	375.9	25.68	14.63	40.31
Sioux City, Iowa.	Chicago	509.6	20.15	4.86	25.01
Paris, France	Biarritz, France	507.3	32.60	18.31	50.91
Chicago	Memphis, Tenn.	526.7	21.15	6.08	27.23
Paris, France	Milan, Italy	522.5	47.59	22.12	69.71
Birmingham, Ala.	Chicago	689.2	25.62	8.10	33.72
Paris, France	Venice, Italy	687.2	61.39	27.56	88.95
Chicago	Jackson, Miss.	737.4	29.34	8.91	38.25
Paris, France	Florence, Italy	731.3	54.45	32.00	86.45
Louisville, Ky.	New Orleans, La.	787.4	30.11	8.91	39.02
Paris, France	Prague, Czecho-Slov.	786	93.13	24.96	118.09

All American fares given in the table include a war tax of 8 per cent. The American sleeping-car fares are for lower berths.

The American custom of handling, free of charge, as much baggage as the ordinary passenger carries is unknown abroad. In addition, baggage rates in Europe are much higher than in the United States. This condition should be considered in comparing passenger fares in the various countries.

In the United States the railroads collect a surcharge on sleeping-car fares, which is included in the above table. This surcharge helps to meet the cost of hauling the heavier cars required, in which fewer passengers are carried.

During 1919 the Illinois Central hauled 1 1/2 gross tons of weight for each coach passenger carried, and 4 4/10 gross tons of weight for each sleeping-car passenger carried. Not to collect the surcharge, therefore, would obviously be a discrimination against the coach passenger, and an injustice to the railroad.

The costs of facilities for rendering passenger service have increased greatly. The average passenger coach cost \$12,400 in 1914; it now costs \$30,300, an increase of 144 per cent. The average passenger locomotive cost \$20,000 in 1914; it now costs \$65,000, an increase of 225 per cent. There have been heavy increases in the costs of wages, fuel and other material.

These are some of the reasons why passenger fares are necessarily higher now than they were in former years.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central Railroad Company.

Traffic Department

Mr. Fort Addresses the Lumbermen's Club at New Orleans

Mr. V. D. Fort, Assistant Traffic Manager of the Illinois Central System, with office at New Orleans, was one of the speakers at a meeting of the Lumbermen's Club of New Orleans on November 3. The address as delivered by Mr. Fort follows:

"I appreciate very keenly the honor conferred upon me in being accorded the privilege of addressing the Lumbermen's Club of New Orleans. If the Illinois Central and Yazoo & Mississippi Valley Railroads were not so thoroughly identified with the lumber traffic and I as an officer of these roads were not sincerely appreciative of the importance of the lumber business and therefore of the common interest between the railroads and the lumber trade I doubt if I could have mustered sufficient courage to appear before you as a speaker.

"For my part, I have always had the idea that there should be on both sides a sense of partnership between the lumbermen and the railroads. The railroads, and especially the railroads of the South, must look to the lumber shippers for a very important portion of their traffic and as a matter of course the lumber shippers must depend upon the railroads for the transportation without which their business could not be carried on. No argument is needed to convince the least informed members, either of your calling or mine, that there should be the very closest and most friendly co-operation between the two interests.

"It will doubtless interest you to know that Forest Products, a term which embraces Pine Lumber, Hardwood Lumber, Cooperage Stock, Ties, Logs, Billets, etc., constitute approximately 12½ per cent of the freight tonnage of the Illinois Central Railroad and from 24 per cent to 28 per cent of the tonnage of the Yazoo & Mississippi Valley Railroad. In fact Lumber, next to Soft Coal, is the most important item of traffic from the standpoint of revenue of all the commodities we handle in large volume.

"I have no intimate knowledge of the affairs of other roads in the Mississippi Valley territory, but feel certain the lumber traffic occupies an equally prominent place in their freight business.

"And so there never has been any ques-

tion with us but that the lumber interests served by the Illinois Central System are entitled to the best service we are able to give.

"As a further indication of the feeling of the Illinois Central System towards the shipping public, I can do no better than to quote to you from a circular recently sent out by President Markham which quite likely many of you have read. This circular reads:

"TO OUR PATRONS:

"The only justification for a railroad's existence is the service it is able to render its patrons and, through them, the public. Therefore, the extent to which we of the Illinois Central System succeed in serving you is the extent of our success and satisfaction. We do not by any means claim perfection. In some instances we have fallen short of what you reasonably had a right to expect of us, but we believe that we shall again be able to more nearly measure up to your expectations, and we approach the future with confidence.

"We realize that the growth of your business is the criterion which should be considered in regulating the growth of the railroad plant. We also realize that the railroad plant should always be kept a little in advance of the growth of your business. Many things have intervened in the recent past to prevent that result, notably the great war, but we believe that the obstacles in the way of expansion of the railroad plant from this time on have sufficiently cleared to justify the statement that the Illinois Central System, in the course of a comparatively short time, will have its facilities restored and enlarged to such an extent that it will be able to render you service 100 per cent efficient. But while we are restoring our cars to normal condition and enlarging our facilities, we are anxious that the most efficient use possible be made of available facilities.

"On account of certain provisions in the new Transportation Act, some of you may feel inclined, when you have complaints to make, to make them direct to the Interstate Commerce Commission. Instead of doing that, I would suggest that you first let your complaints come to us, and let

us see what we can do about them. I would also like to suggest that if we are handling any particular feature of your business to your entire satisfaction, that you occasionally let us hear from you on that subject. Such information would be very helpful to us. It is a distinct advantage to us to know both sides—to know when we please you, as well as to know when we displease you. There are a lot of little kinks that can be smoothed out between us if we work closely together. I wish you to know that we are anxious to do that, and that we shall hold ourselves in readiness at all times to meet you more than half way in the well-known Illinois Central spirit of anxiety to serve its patrons well.

"Constructive criticism and suggestions are invited.

"C. H. MARKHAM,
"President."

"This, gentlemen, is representative of the spirit in which the Illinois Central management, and doubtless those of other roads, have taken up the threads of private operation which were broken during the period of Government control.

"The subject of car supply is a feature of railroad service which I have found is one of unfailing interest to those engaged in the lumber trade.

"Since the return to private operation on March 1, many of the large transportation systems have been actively planning for additions to their equipment. What the Illinois Central System is doing is set forth in an advertisement published this week in the daily papers. One hundred and fifty locomotives have been ordered. One hundred of these locomotives are for freight service, twenty-five are for switching service and the remainder for passenger service. Their cost was nearly twelve million dollars. Additional box, flat and coal cars are also being ordered. The total cost of the new locomotives, freight cars and passenger cars ordered will amount to more than twenty-seven million dollars.

"In addition to this provision for present and future needs, bad order cars are receiving repairs and are being restored to service.

"For several months a situation has prevailed which has been especially fortunate for the lumbermen in the heavy movement of wheat from the Western markets to New Orleans for export. Such a movement of traffic creates an ideal situation, as this grain movement brings thousands of cars to New Orleans which after unloading at the elevators are available in the Southern territory for the loading of lumber and other commodities.

"Right now we are in the unfortunate position of having more cars than the

lumber shippers are able to load. I say 'unfortunate' because this ample car supply means a regrettable falling off in business, and it is, of course, often an indication of a healthy condition when the demand for cars exceeds the normal supply. As we view the situation, however, the condition of our country is fundamentally sound and we are optimistic enough to believe that the present depression is but temporary and will be succeeded in the near future by a return of the heavy business of the very recent past.

"In the meantime, the Illinois Central System will not relax its efforts to increase its efficiency in serving you.

"One of our most effective efforts in this direction is the constant effort of our management to increase the average car movement per day. This is a matter of the utmost importance to lumber shippers and the general shipping public, as well as to the railroads, as you will readily understand, for it is a simple proposition that needs no elucidation that the faster a car is loaded, moves with its load to destination and is unloaded by the consignees, the earlier its return to further service is accomplished and with the average miles per day increased for each and every freight car the supply of cars available for use is very materially increased.

"In a bulletin issued by our Company in September, 1920, the following item appears:

"The Association of Railway Executives has set a goal of 30 car miles per day to be reached by the railroads of the country. The Illinois Central in August, 1920, attained an average car movement per day of 42.1 miles, as compared with 39.2 miles during February, 1920, the final month of Government operation, and 26.2 miles during August, 1919."

"It may seem to some of you that 42.1 miles do not represent much of a day's trip for a freight car, but it must be taken into consideration that these figures are the average for all cars, including freight which ordinarily does not demand rapid movement and travels in heavy tonnage, and consequently slow trains, and include the time required for the necessary inspection of cars, the switching at terminal points, and the time consumed by shippers and consignees in loading and unloading.

"Another means of increasing the car supply which we, in common with all well managed railroads, have followed up persistently is the heavy loading of cars. The average loading on the Illinois Central for August, 1920, was increased to 30.3 tons per car from 26.4 tons in August, 1919.

"Success in the efforts of the carriers to increase the loading of cars is as important to the shippers as to the carriers them-

selves, helping enormously as it does in the conservation of equipment and thereby increasing the car supply. We recognize that it is only by the co-operation of the shippers that we can obtain the desired results in the matter of heavy loading. Seldom have we any criticism of the lumber loading in these days and we are indebted to the lumber trade for their hearty co-operation in this matter.

"Still another of our hobbies in the direction of freight car conservation is the speedy loading and unloading of cars. We are again indebted to the shippers and consignees for their ready willingness to co-operate in this important feature of car conservation.

"These two features—heavy loading and quick loading and unloading of cars—we

ask the lumbermen to keep in mind continuously. We believe these economies in the use of equipment should be practised even when cars are plentiful, as none will dispute the fact that habits of economy are good under all circumstances and conditions and the habit of conserving freight cars once thoroughly acquired cannot fail to materially benefit all of us when a period of car shortage returns, as it inevitably will.

"We want you to believe that the railroads are intensely earnest in their desire to serve your interests in serving their own, fully recognizing the fact that your prosperity means our prosperity also. We can be mutually helpful in many ways and I take this opportunity of assuring you that we propose to do our part."

ILLINOIS CENTRAL RAILROAD COMPANY

(Northern and Western Lines)

Passenger Department

Circular No. "T" 6

Chicago, Nov. 4, 1920.

PANAMA LIMITED—NEW EQUIPMENT

To Ticket Agents and

Passenger Department Representatives:

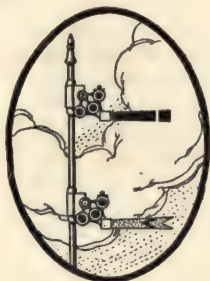
The Panama Limited has just been equipped with new 10 section-1 drawing room-2 compartment sleeping cars to be operated between Chicago and New Orleans in place of the 16 section and 12 section-1 drawing room cars, there being three (3) of the first mentioned type of cars operated in each train. This results in there being available on this train daily between Chicago and New Orleans not less than 10 compartments and 5 drawing rooms.

Between St. Louis and New Orleans new 12 section-drawing room cars have replaced the ones formerly operated.

Club, Dining and Observation cars have been put through the shops, thereby making the train practically new.

With these improvements the Panama Limited should become even more popular.

H. J. PHELPS,
General Passenger Agent.



SAFETY FIRST



Office of
Chairman, General Safety Committee

Statement showing number of employes killed, as reported to the Interstate Commerce Commission during the first nine months of 1920:

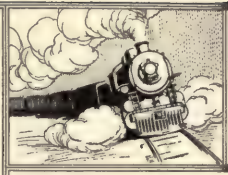
Rank	Railroad	Average Monthly No. of employes	No. Killed	Killed per 100 employes
1.	Northern Pacific	34,970	13	0.037
2.	C. & E. I.	10,424	6	0.057
3.	Great Northern	40,741	24	0.059
4.	L. & N.	50,500	33	0.060
5.	C., St. P., M. & O.	10,087	6	0.060
6.	Nor. & West.	32,000	21	0.066
7.	Illinois Central	54,646	42	0.078
8.	N. Y., N. H. & H.	40,943	34	0.083
9.	G. C. & S. F.	11,870	10	0.084
10.	C. & N. W.	55,278	48	0.087
11.	C., B. & Q.	55,422	52	0.095
12.	A. C. L.	25,000	24	0.096
13.	Pere Marquette	12,154	12	0.099
14.	B. & O.	80,810	87	0.107
15.	M., K. & T. of T.	11,452	14	0.122
16.	D., L. & W.	25,951	32	0.123
17.	Southern Ry.	53,500	69	0.129
18.	Y. & M. V.	10,420	14	0.130
19.	Philadelphia & Reading	34,205	46	0.134
20.	Missouri Pacific	36,000	50	0.139
21.	Lehigh Valley	24,185	34	0.140
22.	D. & R. G.	11,254	17	0.151
23.	M., K. & T.	12,786	21	0.164

Statement showing number of employes' injuries reportable to the Interstate Commerce Commission during the first nine months of 1920:

Rank	Railroad	Average monthly No. of employes	No. of injuries	Injuries per 100 employes
1.	D., L. & W.	25,951	865	3.38
2.	Nor. & West.	32,000	1,195	3.73
3.	Illinois Central	54,646	2,165	3.96
4.	A. C. L.	25,000	1,150	4.60
5.	Lehigh Valley	24,185	1,174	4.85
6.	Northern Pacific	34,970	1,700	4.86
7.	Pere Marquette	12,154	588	4.86
8.	Great Northern	40,741	1,995	4.90
9.	N. Y., N. H. & H.	40,943	2,046	5.00
10.	D. & R. G.	11,254	593	5.29
11.	C., B. & Q.	55,422	2,943	5.31
12.	M., K. & T.	12,786	695	5.43
13.	C., St. P., M. & O.	10,087	587	5.87
14.	Southern Ry.	53,500	3,200	5.98
15.	L. & N.	50,500	3,094	6.12
16.	M., K., T. of T.	11,452	708	6.12
17.	B. & O.	80,810	5,289	6.52
18.	Y. & M. V.	10,420	720	6.92
19.	C. & N. W.	55,278	3,824	6.91
20.	G. C. & S. F.	11,870	878	7.38
21.	Missouri Pacific	36,000	4,076	11.30
22.	Philadelphia & Reading	34,205	3,994	11.67
23.	C. & E. I.	10,424	1,295	12.45



TRANSPORTATION DEPARTMENT



Increasing the Miles Per Car Day

By J. F. Porterfield, General Superintendent of Transportation

A new record in car-mileage was made by the Illinois Central and the Yazoo & Mississippi Valley Railroads in October, 1920, when revenue freight cars averaged 44.59 miles per day. This figure includes cars in switching service, bad order cars, those stored and others that make no mileage; everything, in fact, except those assigned exclusively to work service. Had it not been for the slowing up in traffic demands, which was responsible for many idle box, refrigerator, tank and stock cars, the performance would have been substantially better. The Illinois Central System's record in car efficiency is exceeded by only one or two other roads, and they handle large volumes of long haul tonnage on through consignments, originating only a small part of their traffic.

Every officer and employee may well be proud of the October car efficiency record, because it is the result of teamwork—co-operation and careful attention to details—by the entire organization, from the yard clerks to President Markham. Every one had his part. Particular credit, however, is due agents and others who secured the co-operation of shippers in the prompt loading and release of cars, and yard masters, yard clerks and conductors, who helped to speed up the movement by prompter placement for unloading, forwarding immediately after loading, reduction of the time cars spent in terminals, better classification of trains by consolidating the long haul tonnage in through trains, thereby avoiding the delay incident to reclassification at terminals, and the like. Much credit also is due car distributors for more economical distribution of freight equipment, resulting in practically all cars being loaded and billed on the date placed, and to the roadway, store and other departments for the prompter loading and unloading of company material, especially coal.

Many stations have maintained a record covering substantial periods, during which no cars were carried beyond the date of arrival for unloading and loading.

A careful analysis of operation on the

Illinois Central and the Yazoo & Mississippi Valley justifies the belief that we should make our car-mileage record 50 miles per day. I hope to see this record established with the resumption of heavy business. It can be done.

In order to accomplish it our present teamwork, with its close attention to details, must be maintained and improved upon. Each station, terminal and division has its own peculiar operating conditions, which preclude the working out of a general plan to apply to all. Those who are on the job know best where they can take up slack. But there are several general rules which should be kept in mind.

The greatest opportunity for improved car movement is in prompter handling at stations and through terminals. The average car spends 57 per cent of its time at stations and terminals, 33 per cent in the hands of shippers and consignees for loading, unloading, reconsignment and disposition, and only 10 per cent actually moving in trains. It is easily seen, therefore, that every person concerned should concentrate on methods of reducing the time cars spend at stations and in terminals, and in the hands of shippers. Increasing the speed of freight trains, even if it were practicable, would not increase car-mileage materially.

Here are some general rules by the application of which car movement may be improved.

Secure economical distribution to avoid placing more cars than can be loaded on the day placed. Include the number of cars released daily as available for reloading, which avoids waste and often gives the agent the assistance of the prospective shipper in securing earlier release.

Secure prompt billing and forwarding by the first available train. By securing billing two or three times a day, particularly at the coal mines, the movement is advanced, frequently avoiding delay to power that otherwise would be held until the close of the day's loading.

Reduce the standing time at terminals by consolidating long haul traffic into through trains in accordance with prior classification instructions recently issued.

Place bad-order cars promptly and systematically. Light repair cars should be placed and forwarded during the day instead of being mixed in with heavy repair cars ordinarily forwarded at the close of the day's work.

Inspect cars carefully and put them in condition for handling before loading, and handle cars carefully in the yards to reduce bad-order cars. Making up a bad-order car in a train not only causes the delay of setting out between terminals, delaying that car, but frequently delays the entire train, and other trains.

System cars are in much better condition than those belonging to foreign lines. By keeping our cars at home and loading foreigners home we shall have fewer bad-order cars.

Avoid loading high hopper coal cars to local stations having no facilities for unloading such cars.

Decide on the disposition to be made of each car upon its arrival, to avoid delay in securing disposition after it is released.

Furnish consignees advance notice of arrival to assist them in unloading and furnishing disposition. Explain the delay incident to re-signing and handling on shippers' order billing and endeavor to have shipments billed direct to the point or track where the car is to be unloaded.

See that all car reports are correctly compiled, that all cars are included, that shortages and surpluses are reported, together with any additional information that will be of assistance in the economical distribution of cars.

Cars should be moved from the mines as early as practicable after loaded. None should be left at the mines by midnight.

Divisions should establish a weekly car detention report by stations, showing the average hours of detention per car loading and unloading. The report should be distributed to the stations concerned.

Engines should be turned more promptly at terminals, thereby increasing the engine mileage per day. The majority of other railroads lag in car-mileage because of not having sufficient motive power. We are better supplied, but are losing too much time in turning engines at terminals.

Special attention should be given to insure uniform movement of traffic; avoiding complaints from shippers, expense and delay to operation incident to tracing, switching out and giving preferred movement to such delayed cars.

We must not lose sight of the fact that the shippers are entitled to much of the credit for our good record, and that with the increasing of the car supply they may lose interest, making greater effort upon our part necessary. It is our duty to keep them from losing interest.

The car load must be increased, as well as the car miles. Keep in mind that the net ton miles per car day is the real test of operating efficiency.

Railroad Time Service and Loyal Team Work

When the Baltimore & Ohio issued its first time-table, away back in 1830, that was the beginning of Railroad Time Service and Team Work. The line ran down across the country toward Frederick City, Md., about 18 or 20 miles to Ellicott Flouring Mills—"that was some railroad." (Today they have 10,000 miles.) They had but one train and it made two round trips a day provided, of course, nothing happened to prevent its following the schedule. The schedule provided that in case they did not succeed in finishing the trips, they laid over and continued the journey next day.

The New York Central followed a year or two later with its first published schedule of trains. Since then the progress of times has called for improvements and advancements until today our railroads represent the largest and most perfect organization of "Team Work" there is in the United States and probably the whole world.

The purpose of this meeting is to cultivate and promote the spirit of "Loyal Team Work" among Watch Inspectors and Railroad men who perform such valuable service in the Team Work of present day railroad operation and progress of our glorious country.

Loyal Team Work and co-operation have been the prime factors in founding practically every important and successful enterprise existing today. We have many examples here in Chicago of what can be accomplished by well organized "Team Work"; We can refer with pride to the Marshall Field Co., the greatest mercantile

organization in the world and also, we can refer to Sears, Roebuck & Co., which is the largest and best organized mail order house in the world. I have been informed by people who know the past history of those two famous houses that the foundation was laid in each case by Team Work and that spirit still prevails. Every member of those two large families of many thousands of workers is imbued with the spirit of Loyal Team Work and co-operation.

We have right here in Chicago the largest banking house, west of New York City, the Continental Commercial. Mr. George M. Reynolds, its President, came here a young man from Des Moines, 25 years ago and founded this successful financial institution. Their last statement shows a balance of \$450,000,000. Mr. Reynolds told me recently that "Loyal Team Work" helped him to build up this large prosperous bank that is rendering such valuable service to Chicago enterprises.

Recently I witnessed a wonderful exhibition of "Team Work" when the Cleveland baseball team won the World Championship in the city of Cleveland. I was a "fan" at the first game Saturday October 9, and again at the final game, Tuesday, October 12. The exhibition of perfect Team Work was a marvel of loyalty and co-operation. The captain or manager of the team, Tris Speaker, from Texas, has brought his boys together from twenty or more different states and by cultivating the spirit of patience, courtesy and loyal co-operation, had developed a team that easily won the cham-

pionship. Mr. Speaker said to me personally that every member of his team was absolutely loyal—that there wasn't a single jealous or envious hair in the heads of any of his boys—that he'd pulled out all such hairs and still none of his boys were ball-headed.

We are told by some writers that Napoleon lost the battle of Waterloo because some of his generals were not loyal and that his Team Work didn't function properly. There have been some very striking examples of successful Team Work in the recent "World War" and many bad failures, some of which we are more or less familiar with. Perfect Team Work is supported by patience, courtesy, enthusiasm and loyal co-operation. We are all more or less familiar with the downfall of nations, and business and manufacturing institutions that have gone to the wall because of the lack of loyal co-operation; selfishness and jealousy being the factors that undermined and put them on the rocks.

The loyal co-operation of our railroad time service organization is illustrated by the splendid "Team Work" the Watch inspectors performed before and especially during the war period that we have been passing thru the past four or five years, and I feel that great credit is due the Watch Inspectors for their patriotic, unselfish Team Work and co-operation.

Since the inception of the railroad watch and clock inspection, 25 or more years ago, there has been steady progress and improvement in watches and clocks and the method of handling the service. The rules and blank forms have been simplified and standardized—every one will bear witness to that statement and to the wonderful improvement in watches.

We started with the old 15 jeweled, single roller, brass escape wheel, flat hair spring, not adjusted and many of the watches key wind—in line with hand brakes and wood burners. Today, every railroad standard watch is double roller, steel wheel, sapphire pallets, Breget hair spring, adjusted to temperature and five positions with practically a ten second limit. Great credit must be given the watch manufacturers for the co-operative "Team Work" spirit they have evidenced in re-modeling and finishing their watches to meet the requirements of Railroad Time Service. And today the improved, highly finished standardized railroad watch sells for less money than the old fashioned key-wind watches sold for 45 or 50 years ago. There had been no profiteering. I feel justified in making the statement that the watch manufacturers have not taken advantage of the times to embark in the game of profiteering as many other industries have, with whom we have had experience. They can show a clean slate and a

clean record which is well worthy of commendation.

It is true, prices have advanced but that has been necessary due to the advanced cost of raw materials, skilled labor and other overhead expenses, but that advance has not been on as high a percentage as other lines of industry.

Following the government plan of standardization when it had charge of our railroads, railroad watches have been simplified and standardized so the schedule today shows 22 as against 85 two years ago. The schedule, as now adopted puts each watch company on a fair, uniform basis of three watches each. This, it is well understood, adds to the efficiency and safety of the Service and it protects the railroad man, whose duties require him to carry a standard watch, from the impositions of unscrupulous dealers. It causes the manufacturers to confine their product to three grades, thus, enabling them to turn out their product better finished in every way, because the work of producing is simplified and standardized and the men become skilled and are able to turn out more and better work—and here again is where "Team Work" plays its all-important part.

The watch dealer and especially the Local Watch Inspector, is benefitted because he doesn't have to carry such a large stock and keep so much capital invested in railroad standard watches. To illustrate some of the Team Work features involved in connection with the Time Service I will give the following figures:

We have on the Illinois Central and Y. & M. V. over 11,000 standard watches, we have on the Rock Island something like 6,000; the Michigan Central about 4,800; the Chicago & Eastern Illinois 1,371. The use of standard loaners is another evidence of Team Work. There have been used on the Illinois Central thru a period of six months over 600 standard loaner watches. These watches were used in service by the men during the time their own watches were in for repairs or regulation, 13,500 days, being an average of 20.3 days for each loaner used. The Rock Island employes used 465 standard loaners 8,421 days, covering a similar period of six months, an average of 18.1 days. The Michigan Central used 735 Standard Loaner watches 14,000 days, an average of 19 days. The Chicago & Eastern Illinois used 159 Loaners 3,168 days, an average of 19.9 days.

To further illustrate this feature of the Service and the important factor of safety performed by these standard loaner watches, I will cite the records of several other lines.

(Over a period of six months.)

Railroads	Loaners	Days	Average Days
Baltimore & Ohio.....	900	16,700	19
New York Central.....	1,200	24,500	20
Union Pacific.....	361	7,400	20.5
So. Pacific Coast Line.....	865	22,300	25.7

I am giving these figures principally to illustrate the value of team work and the service of safety rendered the public, the railroads, and the employees who use these watches while on duty and during the time their own standard watches are being repaired and regulated. It would hardly be possible to show better evidence of co-operation and Loyal Team Work than these facts and figures here presented.

Every Watch Inspector present at this meeting can appreciate the courtesy, patience and Loyal Team Work it takes to carry on this Time Service department of railroad operation. A few figures and facts will give some idea of the vast field now covered by the Time Service:

The number of Watch Inspectors and assistants approximates 4,000, located at terminals and railway points extending from Boston to San Francisco and from New Orleans to Winnipeg; our 2,000 Inspectors employ on an average of two watchmakers each, totaling about 4,000 experienced merchants whose duty it is to look after railroad men's standard watches. There are in round numbers 1,000,000 railroad men in occupations subject to Time Service rules and regulations. The average, therefore, for each Inspector is 250 men—the maximum being 1,000 and the minimum 10, and the watches of these 1,000,000 men are actually inspected twice a year and compared with standard time 24 times each year. These figures show that 2,000 Watch Inspectors and their assistants handle each man's watch 24 times each year; an annual total of 29,000,000 times; a most wonderful service of safety rendered to humanity and commerce by this Loyal Team Work of the Local Watch Inspectors.

As a means of perpetuating and further improving this railroad Time Service and Team Work of Watch Inspectors, the "Official Bureau of Railroad Time Service" was chartered in the United States and Canada in 1918.

This Bureau has its principal administrative office in Cleveland, with branch offices in Chicago, Houston, Texas; San Francisco and Winnipeg, and has a present organization of about 60 people, schooled in Time Service work. What this Bureau intends to accomplish can best be given by quoting, verbatim, the third article of its Charter:

"The purpose of which said Bureau is formed is not for PROFIT OR

ANY MERCHANDISING WHATSOEVER, but to reduce the element of danger in the operation of railroads caused by inaccurate time pieces, and to increase the factor of safety to the public by general supervision of the standard time pieces necessary to the safe and efficient operation of the railroads; to keep records of the performance of said time pieces under standard forms and uniform rules and regulations; to appoint and educate local watch inspectors for the purpose of inspecting and caring for the railroad watches of railroad employees, and the standard clock of the railroad companies; to see that such watches and clocks are properly inspected; to make and maintain a standard system of watch and clock rating and regulation for railroad employees and railroad companies and in general to exercise careful supervision of railroad time service." This Bureau is governed by a Board of 5 trustees who serve from 3 to 5 years.

In football, baseball and other forms of sport we admire the excellence of effective Team Work. In this Team Work every player is within hearing and seeing distance of his fellows.

Even greater and more comprehensive than this is the international Team Work of our railroads whose hundreds and hundreds of officers and thousands upon thousands of employees, including 4,000 watch inspectors and assistants, thousands and thousands of miles apart, are working together in perfect co-operation and Loyal Team Work, and by virtue of standard watches and standard clocks upon which they rely for correct information as to how their fellow workers in this great international "Team Work" are keeping step, both day and night, in fair weather and in stormy weather, thus faithfully and loyally performing their part in safeguarding human lives and valuable property, in meeting their responsibilities in the very necessary requirements of modern, social and business traffic.

Now, fellow Watch Inspectors, this meeting has come together for the purpose of discussing the questions identified with railroad Time Service and Team Work, and we want every person present to feel free to express his views, frankly and clearly, bringing out any subject that will be helpful toward correcting errors, improving the Service and building up the spirit of co-operation and Loyal Team Work.

SAFETY FIRST MEETING

Operating Officials and
Watch Inspectors

Illinois Central Railroad
Yazoo & Mississippi Valley Railroad
Chicago, Memphis & Gulf Railroad

Chicago & Eastern Illinois Railroad
Chicago, Rock Island & Pacific Railroad
Chicago, Rock Island & Gulf Railroad
Michigan Central Railroad
Chicago, Terre Haute & Southeastern
Railroad
Indiana Harbor Belt Railroad
Chicago, Milwaukee & Gary Railroad
October 26th and 27th, 1920
Gold Room, Congress Hotel,
CHICAGO.

PROGRAM

Tuesday, October 26th, 1920
10 A. M. Roll Call.
(Central Time.)

Welcome by Mr. Webb C. Ball.
General Time Inspector. "Railroad
Time Service and Loyal Team Work."
General discussion of subjects
that will insure the highest standard of
safety as applied to the Standard
Watches and Clocks and the respon-
sibility of the Time Service in connec-
tion with the safe and efficient operation
of the Railroads. Co-operation of
Officials, Inspectors, and employes is
essential to safe and efficient service.

Mr. A. E. Wuesteman,
Watch Inspector, Illinois Central R. R.,
Champaign, Ill. "Best method of in-
teresting employes in Watch Inspec-
tion Service."

Mr. W. L. Jones,
Watch Inspector, Baltimore and Ohio
R. R., Martinsburg, W. Va. "Time
Service as viewed by the National Re-
tail Jewelers' Association and the reso-
lution which was prepared and adopted
at the convention in Louisville."

Mr. C. A. Tweedy,
General Chm. B. L. F. & E., Illinois
Central R. R. "What is necessary to
secure the co-operation and confidence
of employes in the maintenance of a
Dependable Time Service."

Mr. C. W. Price,
General Manager, National Safety
Council, Chicago, Ill. "Organizing a
Community for Safety."

Mr. Benj. Busch,
Watch Inspector, Burnside, Ill., Illinois
Central R. R. "Securing and Main-
taining Standard Time."

Mr. L. W. Baldwin,
Vice President, Illinois Central R. R.,
Chicago. "Informal Talk."

Evening Reserved for Entertaining.

Wednesday, October 27, 1920

10 A. M. Roll Call.

(Central Time.)

Informal talk by Mr. W. H. O'Keefe,
Superintendent of Terminals, Michigan
Central R. R., Detroit, Mich.

Mr. A. M. Zerweck,
Watch Inspector, East St. Louis, Ill.
"Integrity of the Service."

Informal remarks by Mr. J. F. Lord,
Supervisor of Safety, Chicago and East-
ern Illinois R. R., Danville, Ill.

Mr. R. P. Wiggins,
Watch Inspector, St. Louis, Mo.
"Standard Clocks their Maintenance
and Care."

Informal talk by Mr. A. W. Towsley,
Asst. to Vice President and General
Manager, Rock Island Lines.

Informal remarks by Mr. L. F. Shedd,
Supervisor of Safety, Rock Island
Lines, Chicago.

Mr. Edgar Carruth,
Watch Inspector Rock Island Lines,
Herington, Kansas. "The advantage
of Time Service to the Local Merchant
from the standpoint of acquaintance
and good fellowship."

Informal remarks by Mr. Benj.
Kruckemeyer,

Watch Inspector, Chicago and Eastern
Illinois R. R., Evansville, Ind.

Informal remarks by Mr. J. H. Mace,
Watch Inspector, Kansas City, Mo.

Mr. C. S. Stiff,
Watch Inspector, Rock Island Lines,
Little Rock, Ark. "Watch Inspection
in the Larger Stores."

Afternoon 3 p. m.

Visit at Art Institute Chamberlain
Collection of Watches.

Car Mileage

Illinois Central Railroad Company

The Yazoo & Mississippi Valley Railroad Company

Freight Traffic Movement—Car loading and car performance for the ten months ended
October 31, 1920, compared with results corresponding period previous year:
Tons per loaded car

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Ten months
1920	29.57	28.80	29.04	28.14	27.13	28.44	28.76	30.36	29.55	31.36	29.00
1919	29.00	27.91	26.37	26.35	26.09	25.34	26.72	26.39	27.38	28.22	26.93
Increase .....	.57	.89	2.67	1.79	1.04	3.10	2.04	3.97	2.17	3.14	2.07
Per cent										11.2%	7.7%
Miles per car per day											
1920	38.76	39.26	42.66	35.58	38.40	42.26	44.21	42.12	43.65	44.59	41.12

1919	27.66	25.88	27.96	30.16	32.96	34.59	34.12	36.33	39.03	42.05	32.88
Increase	11.10	13.38	14.70	5.42	5.44	7.67	10.09	5.79	4.62	2.54	8.24
Per cent										6.0%	25.1%

The average number of tons loaded per freight car during October, 1920, was 31.36, an increase of 3.14 tons or 11.2 per cent over October, 1919; the average car load for the ten months period ended October 31, 1920, was 29.00, an increase of 2.07 tons per car or 7.7 per cent over the ten months period ended October 31, 1919. The average car load shows an improvement each month this year over corresponding month last year and the average car load 31.36 tons during October, 1920, was the greatest for any one month in the history of the company.

The average freight car mileage per car-day month of October, 1920, was 44.59, an increase of 2.54 miles or 6.0 per cent over October, 1919; the average miles per car per day for the ten months period ended October 31, 1920, was 41.12, an increase of 8.24 miles or 25.1 per cent over the ten months period ended October 31, 1919. Miles per car per day shows an improvement each month this year over corresponding month last year, and the average miles per day 44.59 during October, 1920, was the highest monthly average ever reached on the lines of this company during any one month.

Freight Train Mile Costs

The average cost of running a freight train one mile, as indicated by a comparison of the principal items of expense selected, by the Interstate Commerce Commission for statistical purposes, was 23.2 per cent greater in July this year than in July 1919. The total of the selected accounts was \$1.89 per mile this year and \$1.54 last year, an increase of 35 cents. In January the cost was \$1.85 and in February, the last month of government operation of the railroads, it was \$1.91, showing that the increase occurred before the return of the railroads, and that there has been a small decrease since.

In March, the first month after the return of the roads to private management, the cost was \$1.79, in April it was \$1.87, in May, \$1.78, in June, \$1.87, and in July, \$1.89.

FEDERAL RESERVE BOARD NOTES IMPROVEMENT IN TRANSPORTATION

Improvement in the transportation situation was noted by the Federal Reserve Board in its review, just made public, of business conditions throughout the country during October. This improvement, the review shows, was particularly marked in connection with the coal mining, lumber and steel industries.

ALL TRAFFIC RECORDS BROKEN

Still another new record for 1920 in the number of cars loaded with commercial freight on railroads throughout the United States was made during the week ended October 23, according to report made by the Car Service Division of the American Railway Association. The total for the week was 1,010,961 cars. This total was 5,298 cars more than were loaded during the previous week, 33,910 cars greater than

the corresponding week of 1919 and 90,850 cars greater than during the same period in 1918. This was also the third successive week that the total had exceeded the million mark.

During the twelve weeks from August 1 to October 23 inclusive, cars loaded with revenue freight totalled 11,654,567 which is believed to have been without parallel in American railroad history. This was an increase over the corresponding period in 1919 of 362,902 cars and 223,100 over the same week in 1918. During the same period this year, 2,513,138 cars were loaded with commercial coal as compared with 2,412,249 cars for the same weeks last year, or an increase of 100,889 cars.

PASSENGER TRAFFIC INCREASES

Revenue passengers carried on railroads in the United States during the first seven months this year numbered 717,783,896, an increase of 51,398,024 over the number carried during the corresponding period last year, according to statistics compiled by the Interstate Commerce Commission.

Revenue derived from passenger service totaled during that time \$686,513,103, which was \$35,684,198 more than received during the same months last year. Passenger miles for the 1920 period were 26,307,520,000, compared with 25,856,902,000 during the same months in 1919.

In view of the increase in passenger business as shown by the commission it is believed that the record made last year of 46,500,000,000 passenger miles will be exceeded in 1920 by approximately half a billion miles.

Despite the increased number of passengers handled, the statistics show that the average number of miles traveled per passenger this year was 36.65 miles, a decrease of two and one-tenth miles from last year.

Car Efficiency

Car PRR 34831, loaded at Pekin, Ill., November 7th with pipe organ for St. John's church, Kankakee, arrived at Kankakee, November 9th, 9:45 p. m., placed for unloading 6:00 a. m., November 10th, unloaded at 8:00 a. m., November 10th, reloaded with store supplies for Springfield, Ill., at 11:00 a. m., November 10th, out on extra unknown at 2:30 p. m., November 10th.

Southern 120255, I. C. 170840 two cars merchandise received on train 655, Benton, Ill., October 25th, unloaded and the empties forwarded to E. St. Louis on train 694, same day. Also received one car stock on 655, same unloaded and empty forwarded to Galatia, on 693, same day.

In October Agent Fred Holmes, Tchula, Miss., placed for loading and unloading at his station 104 cars—95 per cent of them were loaded or unloaded in 12 hours. This is an exceptionally meritorious record, and Mr. Holmes is to be congratulated on his good work.—Ed.

I. C. 93239, coal, arrived Martin, Ind., on 298, 5:15 A. M., 13th, empty at 11:30 A. M., out on 297, 2:30 P. M.

N. Y. C. 6678, coal, into Martin, Ind., on 298, 5:15 A. M., 16th, empty at 10:00 A. M., out on 297 empty 12:20 P. M.

S. I. 6080 left Palestine, Ill., empty extra 893 at 2:00 A. M., November 16th, placed in Sunflower Mine Dugger, Ind., loaded for Palestine arriving Palestine extra 893 south at 1:00 P. M. same date; placed for unloading at 2:30 P. M. and released 9:30 A. M. November 17th, consuming only 36 hours and 30 minutes in a trip to the mine and return, a distance of 22 miles each way.

C. O. S. X. 1745, gasoline for the Standard Oil Company, arrived Lerna, Ill., 9:35 A. M., November 29th, and was released at 5:00 P. M., same date, the empty moving forward in local at 5:30 P. M.

I. C. 25421, empty car placed for loading hay at Lerna, Ill., 9:35 A. M., loaded at 4:00 P. M., billed out and moved forward at 5:30 P. M., same date.

G. T. P. 301422 Dubuque to C. & N. W. loaded 11,000 lbs. mdse., arrived 6:00 A. M., made empty 10:00 A. M., billed empty west on 91, at 1:15 P. M., delayed 7 hours 15 minutes.

St. L. & S. F. 124571 Dubuque to C. &

N. W. Mdse., arrived 9:00 A. M., made empty 11:00 A. M., billed empty West 91 at 1:15 P. M., delayed four hours and fifteen minutes.

D. T. & I. 7528 loaded with 13,000 lbs., Dubuque to Galena, Mdse., arrived 6:00 A. M., made empty 10:00 A. M., billed West 91 at 1:15 P. M., delayed seven hours and 15 minutes.

G. T. 24054, with 16,000 lbs. Chicago to Galena, Mdse., set out 5:00 A. M. Made empty 8:30 A. M., loaded 12:30 P. M., with Mdse. B. B. Dubuque West, forwarded in train 91 at 1:15 P. M., unloaded and loaded, delayed at Galena 8 hours and 15 minutes.

I. C. 57211 empty refrigerator set out at Balcom by No. 71, Saturday, November 6th, 2:35 P. M., loaded with spinach for Chicago, and picked up by Banana extra 1757 at 5:45 P. M. same date. Car at Balcom only three hours and ten minutes.

Mr. F. A. McGinnis, agent at Poseyville, reports that I. C. 96683, coal, arrived his station, train No. 298, 5:30 A. M., November 9th. Placed for unloading, released and made empty and billed to the mines, going forward in train 297 at 1:50 P. M., same date, being at that station only eight hours and twenty minutes.

I. C. 85714 containing 70,500 pounds of coal, in on No. 192, October 19th at 5 P. M., unloaded at 9:00 A. M., the 20th, and forwarded from Woosung on train No. 191, same date.

M. C. 12579, containing 110,000 lbs. of coal, received on No. 192, November 8th, 5:30 P. M., unloaded at 10:30 A. M., November 9th and forwarded from Woosung on No. 191, the same date.

Penn. 352316, containing 95,900 lbs. of coal and P. L. 856154, containing 91,900 lbs. of coal, received on No. 192, November 16th, at 5:00 P. M. Both cars were unloaded at 11:20 A. M., November 17th, and forwarded on No. 192, same date.

Ex. 1340 west brought into Galena, Illinois, N. Y. C. 253354. Loaded with 30,000 Lbs. Chicago to Galena, Mdse. Train arriving here at 8:30 A. M. Car was unloaded at 10 A. M., it being a grain car and sent empty west on No. 91 at 11 o'clock. Car was in Galena just two hours and thirty minutes.

A. C. S. 27391 arrived Armstrong, Ind., and was placed for unloading at 6:30 A. M., November 23rd. It was made empty three hours later or at 9:30 A. M. and moved out toward the mines at 11:00 A. M., same date, being in Armstrong a grand total of only 4 hours and 30 minutes.

I. C. 87282 contained coal for Carbondale and placed for unloading October 28th. As soon as car was partly unloaded we re-

ceived an order for a coal car to load with coal and our agent immediately got in touch with consignee and asked if any objections to permitting the shippers to starting loading in the end of the car he had made empty. The consignee advising no objection, the car was being loaded and unloaded at the same time by two different patrons. Car finished loading and billing furnished at 9:00 A. M., October 29th.

Service

MR. REYNOLDS, STATION AGENT, CARBONDALE, ILL., M. R. AITKENS, CONDUCTOR, IN CHARGE OF TRAIN NO. 207, AND MR. E. H. BAKER, SUPERVISOR OF PASSENGER SERVICE EMPLOYES, HAVE EVIDENTLY CAUGHT THE SPIRIT. SERVICE TO OUR PATRONS ALWAYS BRINGS SATISFACTION TO THOSE WHO SERVE AS WELL AS TO THOSE WHO ARE BENEFITED.

New Orleans, November 9, 1920.

The President, Illinois Central Railroad, Chicago, Ill.

Dear Sir:—I wish to express in writing my great appreciation for the kindness shown me yesterday by Mr. Reynolds, your station agent at Carbondale, Mr. Aitkens, conductor on No. 207, and Mr. E. H. Baker, Supervisor of Passenger Service Employees.

Through no one's fault but my own, my valuable overcoat was left on a car that was sidetracked at Carbondale. The three above mentioned gentlemen exerted themselves more than employes usually do or are expected to with the result that the coat was located and forwarded to me here.

The officials of the I. C. R. R. are to be congratulated upon their wisdom in instituting the special position held by Mr. Baker and for the good fortune of having so agreeable and efficient man in the position.

Gratefully,

(S) Frank C. Gearhart.

STATIONS AND TRANSFERS DEPARTMENT

MR. AGENT:—

What are you doing at your station to reduce causes for freight claims?

Are you complying with the rules of the Consolidated Classification in the acceptance of less than carload freight?

Are you soliciting shippers' co-operation in the proper preparation, packing, marking, description and weight of shipments?

Are you requiring shippers to remove or efface all old consignment marks before accepting less than carload shipments?

Are you making proper notations covering short and damaged freight received from connecting lines?



GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

A Good Example

A good example of the employes of the Illinois Central is furnished by T. Brady, Jr., local attorney for the Illinois Central at Brookhaven, Miss.

One day in October Mr. Brady was a passenger on No. 6 from New Orleans when a large crowd of people who had been attending a parish fair boarded the train at Hammond, La. The train was a long one, but the coaches were packed by the crowd. After Natalbany had been passed and many of the passengers had left the train, Mr. Brady noticed a little girl walking down the aisle with an anxious expression on her face. As she reached the attorney she asked him if the train had passed Natalbany and when informed that it had she burst into tears.

By asking questions Mr. Brady learned that in boarding the train the little girl had been separated from her father, mother and the three other children. Upon reaching McComb, Mr. Brady reported the incident to Superintendent Quigley and arranged to have No. 1 stop at Natalbany the following morning, so the little girl could change to a New Orleans, Natalbany & Nathez train for Grangeville, her home. The little girl spent the night at Mr. Brady's home at Brookhaven and the following morning the attorney furnished her with money for her

ticket from Natalbany to Grangeville. He also got word to the parents, who were almost frantic over the disappearance of their daughter.

The father returned the money for the ticket, and the little girl reached home safely. Her name is Alice Flenikin, and her father's name is Willie Flenikin.

A WELL DELIVERED REBUKE

A rebuke to those who regard the railroads as legitimate prey, upon which to feast whenever opportunity offers—and to those who encourage such practices—is delivered by a Mississippi jury.

The Park Hotel at Durant, Miss., burned last January. Mrs. Mary Klein brought suit against the director-general and the Illinois Central for \$46,000 damages, alleging that the fire was started by sparks from a passing locomotive. There was no evidence in support of the contention, but the suit was filed.

The case was called in the United States court at Jackson, Miss., November 8, and the trial of it occupied nearly five days. It was given to the jury the afternoon of November 12 and within five minutes the verdict exonerating the railway was returned. The defense was handled by Wells, May &

Sanders, district attorneys, of Jackson, assisted by Claim Agent John L. Scott, of Grenada. The attorneys, in filing their report, gave Mr. Scott much of the credit for his excellent preparation of the case.

The point to be drawn is this: The case plainly indicates that the time has passed when claimants can collect huge damages from the railways by preying upon that former spirit of hostility. The Jackson Daily News calls attention to the case in the following editorial, printed November 13, under the title, "A Suit on Suspicion:"

"The suit of Mrs. Mary Klein vs. the director-general of railroads, which consumed five days of the Federal court session this week, is a striking demonstration of the common practice in Mississippi of bringing a damage suit on suspicion.

"Plaintiff brought action for \$46,000 damages for the destruction by fire of the Park Hotel at Durant last January, alleging that the blaze was caused by sparks from a passing locomotive.

"More than two score witnesses were summoned by plaintiff's counsel to prove this contention, and nothing whatever that was tangible or conclusive was presented in support of the theory that engine sparks caused the fire.

"Summed up in a sentence, a mere suspicion existed that engine sparks might have started the blaze, and it was therefore decided to try to impose a \$46,000 penalty on the railroad company. Nobody saw any sparks fall on the hotel roof, or anywhere in that vicinity. The hundreds of ways in which the fire might have started were all rejected, and this splendid theory seized upon as a pretext for an attempted raid on the coffers of the corporation.

"Fortunately the jury was composed of men of common sense, and they declined to award damages on such a ridiculous contention.

"Such suits cause gross injustice in many ways. The railroad company was put to a heavy expense to defend itself against this opera bouffe litigation. The time of an important tribunal was consumed for nearly a week while other litigants with serious claims to the court's attention were held in waiting. More than a hundred persons were forced to abandon their usual avocations and come to Jackson to appear as witnesses. All of this was costly, and, unfortunately, the cost comes out of the pockets of the people. The railroad company must devote a certain portion of its gross revenues to defend itself against suits of this nature, and the remainder of the court costs must be met with federal taxes. The people eventually pay, regardless of how the litigation ends.

"The plaintiff in this instance was akin to a bush league pitcher going into a big league game with nothing save an old glove and a prayer on his lips—a mere hope that

the jury might accept a theory based on a mere possibility, and return a verdict accordingly. There ought to be a rule of procedure in all our civil courts that would render the filing of such trivial actions an impossibility."

ON CORRECT TIME

Mrs. Ellen Curry, of Decatur, Ala., was awarded \$500 damages against the Louisville & Nashville Railroad in the Supreme Court at Mobile, Ala., recently because a station clock was slow. The story of the case, as given by the Chicago Tribune, follows:

"A clock in the Union Station at the above place was slow. The court ruled the road was responsible for errors made by any clerk or timepiece that they exhibited to public gaze. The clock's error caused Mrs. Curry to miss a train and be absent from her son's funeral."

PARSON WARNS THEM

The Rev. J. L. Meads, pastor of the Baptist church at Benton, Ill., declared in a sermon Sunday night, October 31, that eight-tenths of all automobile accidents at railway grade crossings are due to negligence on the part of the automobile driver.

M. H. CLOUD'S DEATH

Claim Agent Charles D. Cary, of Kan-kakee, Ill., writes as follows concerning the death of M. H. Cloud, for many years attorney for the Illinois Central at Paxton:

"You are doubtless advised that a few days ago there passed from all earthly stress that venerable and splendid gentlemen, Judge Cloud, long and many years our distinguished attorney at Paxton, Ill.

"Whether his strong and subtle energies found instant exercise in another forum; whether his dexterous and disciplined faculties are now contending in a higher court than ours for supremacy; or whether his powers were dissipated and dispersed with his parting breath—we do not know.

"Whether his passions, ambitions and affections still sway, attract and impel; whether he yet remembers us as we remembered him—we do not know.

"These are the unsolved, the insoluble, problems of mortal life and human destiny, which troubled and prompted the old patriarch to ask that momentous question for which the centuries have given no answer: "If a man die, shall he live again?"

"For over fifteen years I have been closely associated with him in the trial of the cases for this company, and they have been not few, but be it remembered that during all those years there is not on a record a case that was tried out to final conclusion that he lost—a most envious record.

"He was my very close friend and I held for him a most high esteem. I like men,

good, strong, splendid men, and he was more than this."

GRASS SEED

The following news item appeared in the Mattoon (Ill.) Journal-Gazette of November 2:

"R. M. Clark, of Paradise, started out in his Hupmobile last Saturday to take a sack of grass seed to market. Clark is sixty-five years old and possibly his hearing is not so acute as it used to be. At any rate, he failed to hear or see the approach of a train on the Illinois Central tracks which he had to cross. One second more would have been sufficient time for him to clear the track, but, lacking that, he was struck by the locomotive and hurled from the right of way.

"The train was stopped immediately and backed up. When members of the crew descended from the train, they found Clark busy at trying to gather up the grass seed, which had been spilled. He was unhurt, save for a scratch on the back of one hand and a bruise on one leg. But his Hupmobile was ruined and lay in the ditch."

USING HORSE SENSE

Is a passenger on a railroad train required to use "horse sense" in order to entitle him to the utmost care from railroad employees?

A McCracken County, Kentucky, jury said he must, in the case of Cliff Shemwell vs. John Barton Payne and the Illinois Central Railroad Company, tried at Paducah, November 10.

Mr. Shemwell was a passenger on an Illinois Central train into Paducah September 28, 1919. Being a progressive young man, he desired to be "first out" on arrival, so left his seat a half mile from the station and went out into the vestibule. Still imbued with the spirit of progress, he ignored the ordinary handholds furnished by the company, and took a firm grasp on the door jamb, allowing two of his fingers to stray into the crack between the door and the jamb. Flagman Petty, in locking the toilet doors coming into the station, gave all his passengers the benefit of the doubt on the horse sense proposition, and not knowing of the position of Mr. Shemwell's fingers, unhooked the coach door, allowing it to swing shut, with the result to Mr. Shemwell's fingers that might have been expected.

The plaintiff and his attorneys figured that \$1,050 might assuage their grief and soothe the mental and physical pain and anguish, but the jury figured otherwise, so Cliff walked out of the court house with his hands in his own pockets.



STOP

FACTS AND FIGURES ABOUT PERSONAL INJURY ACCIDENTS

STOP

Bulletin No. 2

TO:

SECTION LABORERS: Do you know that there were more section laborers injured on the railroad in October than any other class and that fifty per cent of all injuries to persons in the Maintenance of Way Department were to section laborers?

BRAKEMEN AND SWITCHMEN: Do you know that thirty-six per cent of all personal injuries in the Transportation Department are to brakemen and switchmen?

FREIGHT HANDLERS AND STATION EMPLOYES: Do you know that twenty-five per cent of all personal injuries in the Transportation Department are to freight handlers and station employes?

BRIDGEMEN: Do you know that fifteen per cent of all personal injuries in the Maintenance of Way Department are to bridgemen?

CARPENTERS: Do you know that seventeen percent of all personal injuries in the Maintenance of Equipment Department are to carpenters?

MACHINISTS: Do you know that ten per cent of all personal injuries in the Maintenance of Equipment Department are to machinists?

Classification of Injuries by Divisions October, 1920

DIVISIONS	TRANSPORTATION						MAINTENANCE OF WAY				MAINTENANCE OF EQUIPMENT						Total		
	Cond'rs.	Eng'rs.	Brakemen	Firemen	Switchmen	Fr't. Handlers and Station Emp's.	Other Emp's.	Sec. Lab'rs.	Extra Gang Lab'rs.	Carpenters and Painters	Bridgemen	Other Emp's.	Boilermakers	Helpers	Car Carpenters	Car Insp'rs. and Repairers		Machinists	Other Emp's.
Chicago Tm'l.....	1	2	5	4	13	28	2	7	0	4	5	1	6	22	38	1	14	45	198
St. Louis.....	12	1	12	5	16	6	4	9	0	3	3	1	2	7	2	2	0	14	94
Illinois.....	2	0	5	3	0	0	0	10	0	1	5	1	0	0	4	2	2	0	35
Indiana.....	1	1	0	7	1	1	0	9	0	0	0	0	0	5	5	2	3	2	37
Springfield.....	0	4	6	4	4	2	1	6	0	0	2	1	0	0	0	2	0	3	35
Wisconsin.....	2	1	11	2	5	2	0	9	1	0	1	1	0	2	2	1	0	3	42
Minnesota.....	5	4	3	3	0	0	4	4	0	1	2	1	4	5	2	0	0	11	49
Iowa.....	0	8	0	7	0	3	8	17	0	0	3	1	0	4	2	0	0	0	53
Tennessee.....	3	2	3	1	4	3	1	8	0	0	2	2	1	2	2	1	0	5	40
Kentucky.....	1	5	5	3	4	3	0	0	1	0	1	13	1	11	7	3	5	14	77
Mississippi.....	0	1	2	2	0	0	0	5	0	2	0	0	0	2	0	0	0	4	18
Louisiana.....	3	1	8	4	3	6	1	10	0	7	4	2	0	0	1	5	10	14	80
New Orleans Tm'l.....	3	0	0	1	6	24	3	3	0	0	1	7	1	3	2	7	2	21	84
Memphis Tm'l.....	1	3	0	3	7	8	1	9	0	2	0	2	1	6	2	3	1	12	61
Memphis.....	1	4	3	7	1	1	0	2	0	0	4	19	0	0	0	0	0	3	45
Vicksburg.....	0	0	2	1	0	2	0	1	0	0	0	0	0	0	0	0	1	0	7
New Orleans.....	1	1	2	1	3	0	0	7	0	1	3	3	5	7	2	0	4	4	44
C. M. & G.....	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	26	38	67	58	67	92	21	116	2	20	34	57	22	76	72	36	42	155	1001

FROM THE LAW DEPARTMENT



Supreme Court Decisions

1. **Moot cases in Supreme Court.**—The Supreme Court will determine only actual matters in controversy essential to the decision of the particular case before it. Where by act of the parties or a subsequent law, the existing controversy has come to an end, the case becomes moot, and will be treated accordingly, however convenient it might be to have the questions decided for the Government for future cases. Here the questions involved on appeal from an order enjoining the enforcement of an order of the Interstate Commerce Commission, prescribing the terms of bills of lading, became moot because it had been conceded that under the Transportation Act, 1920, changes are required in the forms prescribed. The order was reversed and the cause remanded, with directions to dismiss the case without prejudice.—*U. S. v. Alaska S. S. Co.*, 40 S. C. R. 448.

2. **Interstate transportation of whisky.**—The transportation by their owner of five quarts of whisky for his personal use, in his own automobile, into a state whose laws prohibit the manufacture or sale of intoxicating liquors for beverage purposes, is transportation in interstate commerce and violates the Reed Amendment if the liquor is not intended for any of the purposes therein excepted. Transportation in order to constitute interstate commerce is not confined to that performed by common carriers.—*U. S. v. Simpson*, 252 U. S. 465.

3. **Employer's liability—when employee of one road not employee of another.**—Under an agreement for through freight service between two railroads, each retaining control of its own train crews while on the other's line, subject to regulations, orders and discipline imposed by the other for the purpose of co-ordinating their methods to its own operations, and for insuring safety and furthering the general object of the agreement; and the acts of each company's employees while on the line of the other were performed as part of their

duty to their general employer. **Held**, That an employee of one company did not become an employee of the other, within the meaning of the Employer's Liability Act while so operating on the other's line. *North Carolina R. R. Co. v. Zachary*, 232 U. S. 248, is distinguished. (*Hull v. P. & R. R. Co.*, 252 U. S. 475.)

4. **Employer's liability—when engaged in interstate commerce.** A railroad employee engaged in drying sand for use in engines, some of which were engaged in interstate commerce, and dumping the ashes from the fires in an ash pit across a track from the sand house, and who, after emptying a pail of ashes, went for a drink of water and was struck by an engine when returning for his pail, was engaged in interstate commerce.—*Erie R. R. v. Szary*, 40 S. C. R. 454.

5. **Free pass.**—A stipulation on a free pass purporting to release the carrier from all liability for negligence is ineffective where injury to the passenger results from the wilful and wanton negligence of the carrier's servants.—*New York Central R. v. Mohney*, 252 U. S. 152.

6. **Cattle scales.**—A state cannot compel a railroad company to install cattle scales at a station as a means for building up the business of trading in cattle at that point, however much the public might be benefited thereby.—*Great Northern Ry. v. Cahill*, 40 S. C. R. 457.

7. **Mail pay.**—A railroad company which enters into a contract to carry the mails "upon the conditions prescribed by law," etc., is liable to fines or deductions from its compensation for failures to maintain its mail train schedules. (*Kansas City Southern Ry. v. United States*, 252 U. S. 147.) The obligation to carry the mail at the rates fixed by Congress attaches to a land-aided railroad, like an easement or charge; a company purchasing under foreclosure takes the road with notice of the obligation; and its duty to perform is not

affected by the fact that it received none of the land and obtained no benefit from the grant.—**Grand Trunk Western Ry. v. United States**, 252 U. S. 112.

8. **Reparation awards of Interstate Commerce Commission.**—An order of the Commission cannot be rejected as unsupported by evidence when material documentary evidence before the Commission has not been introduced before the court because of its bulk. Where the essential facts found are based on substantial evidence and there has been no denial of the right to a fair hearing, the findings and order of the Commission may not be rejected as evidence, because improper evidence was admitted, or the best possible available evidence was not produced or a different conclusion might have been reached. Where hearsay evidence was introduced without objection and substantially corroborated by original evidence clearly admissible against the parties affected, the findings and order of the Commission will not be rejected as unsupported by evidence, especially as the order is only prima facie evidence. A claim for reparation is assignable as the same is for compensation, and not for a penalty.—**Spiller v. A. T. & S. F. Ry. Co.**, 40 S. C. R. 466.

Court of Appeals and Commissions

1. **Carmack Amendment**—When last carrier liable for misdelivery.—Where bill of lading issued by initial carrier, which under the Carmack Amendment is the contract for the entire shipment, requires notice of misdelivery to fix liability of any of the carriers, the terminal carrier is bound by the contract to deliver the shipment in accordance with its terms, and is liable for loss or injury preventing such delivery, though occasioned on the lines of the connecting carrier.—**McGinn v. O.-W. R. & N. Co.**, 265 Fed. Rep. 81 (CCA).

2. **Rate of return for public utilities.**—Rates of a water company producing 7 per cent upon an allowance considerably less than a reasonable value of the plant cannot be considered as unreasonably high. (**Township of Whitehall v. Clear Springs Water Co.**, Pennsylvania Commission P. U. R. 192OE, 284.) The Illinois Commission considered a rate of return of approximately 8 per cent as a reasonable allowance to a gas utility which has shown unusually excellent and efficient management in the conduct of its business, and which is valued at \$1,900,000.—**People's Power Co. relative to Gas Rates in Moline**, 7 Ill. Com. Rep., 843.



Purchasing & Supply Department

Saving Labor at Destination and Conserving Equipment by the Use of Judgment in Loading

By W. S. Morehead, Ass't Gen'l Storekeeper

The above subject is not confined by any limitations either of trade or practice but should be of interest to shippers equally as much as to the railroad men. Its abuses affect all classes of labor. Any improvement made along this line will be equally welcomed by all classes of employees.

How many men when loading a car, think of the man who must unload it? If they do not, the result is often a damaged shipment, or a shipment loaded in such a way that considerable money will be spent in unloading it.

I have seen mounted wheels loaded into a tight end coal car and locked and shipped to a point without a crane for unloading, where it was necessary to skid the wheels over the end of the car to the track below. Had the proper style of car been loaded, the car would have been released thirty minutes after it had been placed. By being improperly loaded it not only delayed the return of the car to service but cost the wages of a large number of men to unload it.

This is applicable to all classes of material but I shall at this time only endeavor to point out the results obtained from efforts of the Store Department in getting this principle applied to the handling of scrap.

This is particularly applicable to the handling of scrap at shops where up to date sorting bins are not maintained. Punchings are taken from one machine, borings and turnings from others, scrap bolts, nuts, rivets and staybolts from another location, and what do we find in the scrap pile? A mixed up mass of all classes of scrap from brass valves to barrel hoops, which it would require a considerable amount of time to re-classify. The chances are that it remains there until the place becomes congested, when it is loaded up and forwarded to the nearest

classification dock or the General Storehouse for disposition.

In its present condition, this carload of scrap cannot be sold to advantage so it is necessary to unload the car, sort out the various classes of scrap and throw them into bins provided for that purpose. If you will follow the transaction, you will note that after three separate handlings, we have the scrap back in the same shape as when picked up at the machine, the only advantage being that it is now at the classification dock where it can be sold as soon as a carload accumulates.

The object of this illustration is to show how easy it is to use up a large amount of labor unscrambling scrap that should never have been scrambled. Scrap should be sorted, or rather kept separate by classes, when it is first brought to the scrap dock. It does not require up to date facilities although they are desirable. Scrap classification sheets are available and the Division Storekeeper should be always ready to assist in instructing those concerned with the handling of scrap.

Even with the most primitive facilities, the various classes of scrap can be at least thrown in separate piles and when loaded into cars by the use of bulkheads, it can be separated so as to be readily handled at destination. To further assist in the classification, men are being educated at each storehouse to see that truckers delivering scrap to the scrap docks throw it in the proper bins and that scrap is loaded properly when forwarded to the General Storehouse for sale. At some points magnets are installed for handling scrap. These magnets are great money savers in the handling of properly assorted scrap.

The effect of properly loading cars is quickly felt at the General Storehouse; before this arrangement was started, the average accumulation of scrap cars at Burnside

was between seventy and eighty while at the present time it will average from fifteen to twenty cars the saving being due to the assistance rendered by Division Storekeepers and others on line in loading scrap cars in such a manner that they may be sold with a minimum amount of rehandling. There is also a notable decrease in the number of men required to handle scrap at Burnside. While it is a fact that forces at outside points have been increased, the reduction at Burnside has more than offset the increases made at other points as well as the corresponding saving which is made in the number of days cars remain under load. Under this system, there is never as much as one car load of unasorted scrap on hand at the General scrap dock at Burnside.

It should be the duty of all who are connected in any way with the handling of scrap to develop ways and means of han-

dling it in the most direct and economical manner. Devices should be perfected to facilitate sorting and constant pressure should be brought on those supervising the piling up, loading and sorting to see that instructions are properly carried out as it has been found that where it has been necessary to discount the price of a certain kind of scrap on account of it being mixed with another class; by properly sorting at originating points, the Company derives a profit instead of sustaining a loss.

It is also highly important that cars are weighed light and restenciled before loading so that in case it is necessary to transfer the load at the General Storehouse, the car is immediately available for reloading.

If all concerned will work intelligently along these lines, I am satisfied that a considerable saving in the cost of handling will result as well as a marked decrease in car days for equipment under load.

Waterloo Storehouse Holds "Get Acquainted" Meeting

On the evening of November 5th, the employees of the Waterloo Store Department had what they termed their "First Frolic"—the meeting being a departmental get acquainted social session, with about seventy-five employees and their families present.

The meeting was organized by Division Storekeeper E. S. Shapland, and printed invitations and programs were sent to neighboring storekeepers, as well as Waterloo Storehouse employees located at outside points.

Unfortunately, neither Mr. Davidson or Mr. Morehead were able to attend and Mr. E. R. Barstow, formerly assistant division storekeeper at Waterloo and now a member of the general storehouse staff was

present to represent the general storehouse.

A splendid program of instrumental and vocal numbers was given, which was greatly appreciated and generously applauded. At the conclusion of the program, short talks were given for the benefit of the department; Mr. Barstow was called upon for a few remarks and responded, expressing the regrets of Messrs. Davidson and Morehead that they were unable to attend personally.

A nice lunch was spread following the program at which all present did full justice. Dancing followed the luncheon and at 11 o'clock the party broke up, every one present expressing themselves as well satisfied and hoping that it would not be the last one.

Things We Should or Should Not Do

1. Keep smiling. Things happen just the same, whether you smile or not, but if we are cheerful, we can stand the hard knocks and it makes the other fellow feel better.

2. Now is the time to look around under your buildings and in lockers and cupboards and get that material you have been hoarding into circulation.

3. Pick up all of the scrap along the right of way so it will not be covered up. At present prices, scrap iron is expensive ballast.

4. Have you taken care of your screens yet? You will want them next spring.

5. How about those awnings. Snow

and ice are not good for canvas. They should be taken down.

6. Laborers have a habit of wrapping their feet in burlap sacks. This is expensive footwear, especially when good, serviceable sacks are used.

7. Have you inspected your flues and stove pipe? Fires cost a great deal more than stove pipe and care will prevent them.

8. Watch emergency purchases of material, as it always costs more than when purchased in the regular way.

9. When you make a requisition, always remember that the "other fellow" must figure out your requirements from it, and be particular that full catalog information

is shown. A little more work on your part will not only save time at the general storehouse but will also get the material to you more promptly.

10. Don't use a shovel for a crow-bar; they were not built for that purpose, and they are expensive.

11. Don't use a monkey wrench for a hammer. Hammers are a great deal cheaper. You can drive a tack with your watch, you know, but you would have to buy another watch.

12. The past year has been a strenuous one, and a great deal has been accomplished. Appreciation is due those who by their efforts have enabled the department to secure the results obtained. We are now approaching the New Year. Let us firmly resolve to put the department in which we work, and the railroad as a whole, farther ahead than ever before. A Merry Christmas and a Happy New Year to you and yours.

Good-bye. Will see you in the January issue.

DEO. FAVENTE

C. E. Swope, Frt. Claim Office

There is no use to fume and fret,
When down upon your luck;
The better man,
Does all he can,
To get from out the ruck;
And if perchance, you cannot bring
Yourself to accept fate;
Don't give it up,
But drink the cup,
And then sit tight and wait.

For there's a maxim old, you know,
That oft has proven true;
Who holds on tight,
And makes a fight,
Will surely get what's due;
So if your thoughts make you depressed,
Because you're slow to mend;
Just keep your nerve,
And do not swerve,
But hold out to the end.

Now as your pathway brighter grows,
And everything goes right;
Your future clear,
With naught to fear,
But all things pure and bright;
And as you've proved, that human will,
Is stronger far than pain;
You may look back
Along your track,
And figure up your gain.

Then pray upon your bended knees,
That though the time seem long;
You'll be sustained,
Until you've gained
Enough to make you strong;
That you may on your record stand,
And say to any one;
I've fought the fight
And won the right
To my place in the sun.



JIMMIE REED, GRANDSON OF TERMINAL
SUPERINTENDENT UMSHLER.



Earth Slides in Cuts and Embankments

By M. C. Meigs, Asst. Engineer

Since the time when construction was started on the first railroad in this country, up to the present, there has existed for the Roadway Departments, (and, not infrequently, the Transportation Departments) of practically all of the different systems, the never ending problem of slides in cuts and embankments. The annual expense of solving this problem has never been determined, but it unquestionably runs into millions of dollars.

The Illinois Central and Y&MV Railroads have by no means escaped these difficulties, and, indeed, with the constantly increasing weight of locomotives and cars, the situation, particularly as to slides in embankments, is becoming more and more acute. The trouble with slides in cuts has been, to a large extent eliminated, except for the ordinary wash of nearly all cuts, which requires frequent cleaning out of side ditches, but is not properly classed as slides.

In locating lines of new railways, or changes in existing ones, the character of the material in deep cuts is first thoroughly investigated, by boring test holes at frequent intervals before final location is adopted, as it is a matter of such importance that it is often considered advisable to sacrifice alignment and distance in order to avoid treacherous material. In spite of all precautions, trouble is often encountered, sometimes not showing up until the line is in operation.

As a rule, the only remedy for a sliding cut is to "dig dirt." Examples of this are found on the Illinois Central and Y&MV at Curve, Tennessee, and Anding, Mississippi, where thousands of yards have been removed by steam shovel and teams, until the cuts have been widened and side slopes reduced to such an extent that there is now practically no serious trouble. In years past there were frequent slides which completely blocked the railroad until the way could be cleared for trains.

The difficulty with cuts is always lessened to some extent, if ditches are constructed along each side of the face of the cut, lead-

ing to lower ground at the ends of the cut, thus catching a large amount of water which would otherwise run over the face of the cut towards the track. However, unless these ditches are sufficiently far back, they may easily prove liabilities instead of assets, by gradually inducing cracks in the ground which finally cause slides.

Another remedy for trouble in cuts, is to construct retaining walls on each side of the track. These walls should be a sufficient distance from the track to allow space for a side ditch between them and the track, and to permit the use of ditching machines in cleaning out these ditches.

The most serious maintenance problem on the Y&MV Railroad is furnished by slides in embankments. Much of the track in Mississippi Delta is laid on embankments constructed of what is known as "Gumbo," about which little is known except that it will slide and continue to slide. At some points on the line it has become necessary to construct trestles over some of the worst slides, and it is often observed that, even after all weight of trains has been taken off the embankment, there is a gradual movement of the dirt toward the bottom of the fill. It must be understood that this follows, even where the height of the embankment does not exceed four feet. This illustration will give some idea of the troubles of the Road Department on the Y&MV, as it is obviously impossible to trestle all the bad places, and during wet spells it becomes the duty of the Section Foreman to go to the worst places as often as twice in one day to keep the track safe for trains.

The best remedy for slides of this kind is to cut out the gumbo, and replace same with good earth, and the expense of this, is of course, tremendous, due in part to the fact that it is often necessary to go as far as 100 miles before a suitable dirt pit can be found. When it is considered that on one Operating District 150 miles in length, there is a total of over 12 miles of slides, to cure which will require the removal of possibly 300,000 cubic yards of earth, and the replacement of a like or

larger amount of good dirt, an idea of the magnitude of the trouble is obtained.

There are several methods of doing the work of replacement. As a rule, the track is lined over to one side of the embankment, if necessary widening same to take care of the weight. The dirt is then cut out, generally with teams, and spread over the right of way with the slope away from the track toward the side ditches, which should be constructed as far from the track as practicable. If necessary, additional waylands should be purchased for this purpose. When the bank has been cut out as close to the new position of the track as safety permits, good dirt is hauled in by train, and the embankment built out to the standard section. After settlement of this bank, which can be hastened by "puddling" or soaking with water, the track is again lined over, this time onto the new bed, far enough to permit the process of cutting out and filling to be repeated. The track is then lined to proper position and balasted.

It is often impracticable to line the track over, and it then becomes necessary to drive temporary trestles and cut out under same with teams, later filling with good dirt and pulling the timbers. This method is to be avoided whenever possible, on account of the excessive expense both of the trestle, and the necessarily difficult work of removing the bad dirt from under same.

If the fill is low, say two or three feet, it will sometimes be found advisable to leave the track in its original position, cut out close to the ties on each side, leaving the original dirt under ties, and then haul in good dirt by train, raising the track not less than two feet. This method was followed about three years ago over about two and one-half miles of territory, and up to this time, the track has given no indication of settling.

It is hardly necessary to call attention to the fact, that in case of slides on double track, the work may be greatly expedited, if traffic is not too dense, by routing trains

over one track, leaving the other side to be worked to much greater advantage.

Another entirely different method of handling slides is to drive a row of piling a short distance from the ends of the ties on both sides of the track. These piles should be driven at intervals of about three or four feet, and should be long enough to secure good penetration below the original surface line of the ground. While this method has proven very successful on some railroads, many engineers are opposed to it on account of the possibility of its causing cracks in the embankment. It is at best a more or less temporary makeshift and will, in after years, when the timber begins to rot, make the maintenance of line and surface of the track very difficult, entirely aside from the character of the dirt under the track.

It is not contended that in some cases slides may not be retarded somewhat by means of tiling placed in the embankment to relieve same of surplus water. It is astounding what a large amount of water is often found, *above* the natural surface of the ground, and it is of course, true, that if this is drained out, the condition will be somewhat improved.

Probably the most troublesome slide on the system at this time, is located at Baton Rouge, La. The track at this point is along the banks of the Mississippi River, and there has been for many years a practically continuous settlement and outward movement of the bank. Thousands of cars of gravel and other material have been dumped in order to keep the track in condition for traffic, but no real solution of the difficulty has been found. The theory is that there are several springs in the immediate vicinity on the high ground on the side of the track away from the river, which keep the sub-soil wet, and cause continuous movement in a sand strata which has been found to exist about 30 feet under the track, and under which strata the soil is apparently stationary. However, this information has not been of much benefit.

"Men: the World's Machinery"

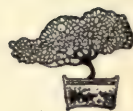
By Rufus Kemp, Jr.

Just a cog in the machinery
Of a large industrial plant,
And performing each a duty,
E'en though it be but faint;
Following the selfsame orbit
In the routine of your work;
But you've got to meet appointments,
For it will not pay to shirk.

When you fail to get there promptly,
Some one else, thereby delayed,
May receive a black demerit
From an error you have made.
And if they should fail their duty,
Delaying you upon your way,
You'd be sure enough to censor;
So you see it will not pay.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Our Old Enemy—Influenza

In looking over the Public Health Reports sent out by the Government for the period ending October 15, 1920, the fact is to be noted that there is considerable influenza prevailing in the Southern States and one is prompted to ask the question "why in the Southern States and not in the Northern?" The explanation is doubtless the fact that the Southerner is not so hardened against the effects of cool weather as his Northern brother and consequently "catches cold" more easily.

It is not to be supposed, however, that there is entire freedom from influenza in the North, the City of Chicago containing quite a number of cases at the present time and with a great likelihood of many more if the proper precautions are not observed.

Guard yourselves against that insidious little "cold," dress warmly when out of doors and especially in the evening. Get plenty of fresh air in your bedroom at night while asleep, but avoid any direct draft blowing across the bed so as to strike exposed portions of the body. If your room is small and has only one window, place a chair in front of this window and hang some clothing over the back of the chair so as to make a screen to prevent this direct draft from striking you, but let the fresh air in, just the same.

Avoid the crowded street car or elevated train and when you cough or sneeze, place the handkerchief in front of the nose and mouth so as not to shoot out into the atmosphere thousands of the tiny germs which inhabit even a healthy nose and throat, but which, when they find a good soil to grow in, start disease in your neighbor's mouth or throat. If your neighbor coughs or sneezes, turn your back on him so as not to run the risk of inhaling some of his cast off germs which might take root and grow in your system.

An ounce of prevention is worth a pound

of cure and it is certainly better to be safe than sick.

Be especially careful to take off outside garments when you come into a heated room or auditorium. It is just as foolish to wear an overcoat in the house as it is to go outside without one. Do the same thing when you ride in a heated coach—don't say, "I'm only going a little way" and sit in the heated atmosphere until your resistance to cold has been lowered and then carelessly go out into the cool or cold night air and expect to escape "scott-free."

The influenza which is prevailing at the present time is not usually of the fatal type, yet there have been several deaths resulting and one can never be sure that his or her attack of "the flu" will be mild. It pays to keep healthy and ward off, by this normal resistive action, any and all diseases to which flesh is heir.

This is the last year of influenza, according to previous experiences through which the world has passed—that is, we have had our first outbreak with the horror of multiple resultant deaths, we have had our three recurrent years of influenza (this being the third) and according to previous statistics this should be the lightest year in both number of cases and severity; but now and again, a case will develop which is severe in type and from which several other severe cases will spring up—so the result is not always certain and one will be fully repaid by taking extra precautions.

When your head aches and your eyes scratch and burn, your nose runs distressingly and frequently and you have vague pains in either back or limbs, don't go around telling your friends or office associates that you "think you have the flu"—go home and telephone your doctor and stay home until he says that you can safely go back to work and not infect every other person in the office. This is the sensible way to do and with the pasts distressing

experiences which have been passed through, it is about time that we begin to learn to have respect for "our old enemy,

Influenza," and not only take care of ourselves but even advise the other fellow as to the proper course to be followed.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Dear Doctor:

I feel I owe it a duty to you and to myself to extend to you and members of your Staff, especially the doctors and nurses who attended me while undergoing treatment at Illinois Central Hospital, Chicago, my heartiest thanks and appreciation for their kindness shown to me during my recent operation and illness.

You can be assured that the treatment received and services rendered, with which I am very much pleased indeed, can be highly recommended to all fellow employees.

With kindest regards and best wishes for the Hospital Department, I remain,

Very sincerely yours,

(Signed) O. C. SCHULTZ, Signal Man,
Chicago Terminal, Chicago, Ill.

Shelby, Miss., July 23, 1920.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

My Dear Doctor Dowdall:

One month ago today I was operated on at the Illinois Central Hospital, Chicago, for a double hernia. I have not had a moment's trouble since I was operated upon and I feel that I will soon be a strong man after nearly twenty years of suspense and anxiety resulting from this weakness.

However, words are inadequate to express my eternal gratitude and my thanks and good will which I feel towards the Hospital Department for the excellent treatment which I received while a patient under your care. To the surgeons and nurses with whom I came in contact, I wish to extend my felicitation and kindest regards. The kind and considerate attention which I received at all times will be among the most happy of my memories.

For the Illinois Central Hospital I wish to say that it has never been my experience as a physician and surgeon to see such excellent service. There was system and efficiency in every way in this great institution operated by the Hospital Department. The conveniences and improved equipment for surgical treatment is, I am sure, not excelled in any other hospital in the country. The food and attention given the patients is of the very best.

I have been connected with this Company as Local Surgeon for twelve years as a member of the Hospital Department Staff, and have always enjoyed my work for the Hospital Department. You may feel sure that it will always be a great pleasure for me to continue to give my best efforts to the Hospital Department work.

With fondest hopes for the success of this great organization, and assuring you of my eternal and loyal co-operation, I am,

Your very truly,

(Signed) R. L. MERCER, M. D.
Local Surgeon, Shelby, Miss.

Paducah, Ky., July 28, 1920.

Dr. G. G. Dowdall, Chief Surgeon, Chicago, Ill.

Dear Doctor:—I want to take this opportunity to tell you that on receipt of this letter it is just one year since I was operated on for appendicitis, and now on this July 2, 1920,

I was again operated on. This time for a hernia, and a very bad one. I was dismissed from the Illinois Central Hospital at Paducah July 24, 1920.

I feel like it is only just to now make known to you the treatment that I received through the hospital department. I have the highest praise for the nurses and for the company surgeons who attended me. I feel sure that if everyone who comes under the care of the hospital department receives as faithful treatment as I did, that no member of the hospital department could help but have the kindest feeling and speak highly of such a great institution.

Yours very truly,

(Signed) L. J. Mornhinweg, Sr., Engineer,
Kentucky Division, Paducah, Ky.

Contributions from Employees

Here and There

By G. A. R.

During these days of "readjustment" it can be truly said that the Illinois Central, as all other roads, has been tried in the "fiery furnace." This refining process has been the medium of moulding strong and proficient characters who are now at the head of our various departments. In other words they have stood the "acid test." It is well known since Government control many perplexing and seemingly unsurmountable conditions have arisen in the operation of railroads. With all these handicaps confronting the transportation lines, the Illinois Central has taken the initiative, with its irresistible force, by overcoming all obstacles. This road has made wonderful progress for the betterment of transportation facilities since Government control. This is due from the fact that all officers as well as all other employees are united in one common aim, and that is to make this road one of the best equipped and progressive railroads that can be found on the map. The "hammer" and "hatchet" have long since been buried, and in their place the tool of "co-operation" is now being used throughout the system. Employees are investing in Illinois Central stock, and more personal interest is being manifested by them for the road's prosperity. It is no uncommon thing to hear that employees in all branches are soliciting business for the company. At no time should you talk of dull times, but talk of prosperous business and keep at it—*Watch us grow!* All departments are looking more to efficiency. Many new bureaus have been organized for the purpose of instructing employees in their respective lines as to

systematizing work. It is also noted over the entire system shippers, as well as the general public, are recognizing our promptness and efficiency in handling their commodities. From the daily volume of business handled there are very few complaints received account of delayed shipments. This record speaks very highly for our united efforts for the efficiency of service.

THE "STRONG MAN OF ZERO" is again paying us a timely visit. It matters not how strong the wintry blast, you will find employees are always in readiness for rough "sailing" because they have been thoroughly trained by their superiors to that well known Chicago spirit "I WILL."

The superintendents of the Minnesota and Iowa Divisions recently have had special inspections over their entire divisions, which were accompanied by representatives from various departments, for the purpose of their usual "fall house cleaning," and also instructing all concerned in their respective branches, such as properly handling equipment, securing more business, correct accounting and compiling reports, track work, bridge and building, in fact all departments were thoroughly covered. Such inspections have many commendable features. It creates a spirit of good fellowship among employees and naturally inspires all with more zeal and interest in their work. Through association of employees in this manner they learn that the fundamental principles in other departments are very much akin to their own, therefore they begin to realize more of the importance of their position as being for the

common good in producing that desired and harmonious result.

You should try and realize that you are one of the main spokes that keeps the wheel moving. If your work is correct you have done your part.

Correct your own errors and also others if possible. Doing so you will greatly eliminate accidents and waste.

Analyze your own work from a critical point of view. This will awaken your conscience to true service.

Many amusing incidents are seen from the car window. The train stopped at a small station on the Indiana Division, and it was noted that none got off, however it seemed as though all the people in the village were at the station. The crowd very quickly assembled near the baggage car. It was later learned the reason for the excitement, one of the leading citizens received by express a small pig, which was special bred in old Missouri. Everyone seemed to be having a joyful time over the new arrival.

On a train on the Southern line a gentleman left the coach for the smoking car and left his hat check in the window. The next station a number of people boarded the train, and one of the men picked out the seat with the hat check and immediately took off his coat and was soon reclining in the seat apparently in a peaceful sleep. The conductor naturally passed him by. The conductor was soon notified by a "secret code." He let him sleep for a few moments, then the fun started. He was a very hard man to awaken and he seemed to be very much disturbed. That certainly was an "Embarrassing Moment" for the man when he had to either produce a ticket or pay his fare."

At this season of the year when good cheer prevails we learn the better nature of mankind. We see the innocence of our youthful days happily reflected. Let us all rejoice with the spirit of youth at least on Christmas Day.

A merry Christmas to all.

A Fireman's Grievance

[By A. A. Walter, St. Louis Division

It isn't the hours that we have to work,

It isn't the call boys whine,

It isn't the ever hiss of steam

That bears so hard on our mind;

It isn't the short call or getting there late

That gives us a dreadful pain,

It's getting out of a warm bed at night,

And starting out in the rain.

It isn't the danger that we have to face,

Or the ceaseless grind of the wheels

As we race along at a mighty speed

Over the two tiny pieces of steel;

It isn't the danger of her climbing the rail,

Or of us overlooking a meet

It's the sting of the winter weather,

The dread of the falling sleet.

It isn't the dread of staying from home,

Or the tonnage that we have to pull,

Or the over work when business is good,

Or not working when business is dull;

It's just what I have already said

That gives us a dreadful pain,

It's the sting of the winter weather

The sleet, the snow and the rain.



Name	Occupation	Yrs. of Service	Date of Retirement
George J. Smith,	Moulder, McComb, Miss.....	19	7/31/20
Walter E. Kersey,	Conductor, Waterloo, Iowa.....	22	9/30/20
Andrew J. Fraley,	Engineman, Kentucky Division.....	28	8/31/20
William N. Stewart,	Agent, Troy, Tenn.....	30	10/31/20
Louis Altenbern,	Carpenter, Water Works Department.....	20	10/31/20

OBITUARY

The following deaths of pensioners were reported at the meeting of the Board of Pensions, held, October 28, 1920:

	Date of Death	Term as Pensioner
Wash Cox (Col.), Engine Cleaner Foreman, Mississippi Division	9/18/20	1 year
Harry Parker, Sr., Machinist Helper, Burnside Shops.....	10/26/20	3 years



W. P. CARRICO.

W. P. Carrico

Mr. W. P. Carrico, whose retirement from active duties with the Illinois Central was effective May 5th of this year, was born and reared in the Stithton vicinity and is now 67 years old.

Mr. Carrico served in the capacity of station agent at Stithton for thirty-two years, until the town of Stithton, now Camp Knox, was acquired by the government.

During the entire time of his service his chief aim and desire was to serve faithfully the patrons of the company and perform his duties conscientiously for the company employing him.

Mr. Carrico enjoyed the distinction while living in Camp Knox of being its "oldest inhabitant," as he and his family were the last of the residents of Stithton to leave the place. He is now residing in Louisville.

The Pioneer Railroads of the Lower Mississippi Valley

Second Period

The Beginning of the Trunk Lines

1846 to 1865

By C. R. CALVERT

Traveling Freight & Passenger Agent, Y. & M. V. Railroad, Memphis, Tenn.

(Continued from November Issue)

Almost immediately following the action of the convention, a movement was started, under the leadership of Gov. Jas. C. Jones, to construct the road from Memphis in the direction of Charleston, S. C., over the route of old Memphis and LaGrange road, which had failed so disastrously only a few years before. Charter was granted in Tennessee, February 2, 1846, to the Memphis and Charleston Railroad Company, and Governor Jones made a personal canvass of Tennessee, Northern Mississippi and Alabama; going also to New Orleans and to Charleston, S. C., soliciting subscriptions to the stock and urging the prompt building of the road. The City of Memphis subscribed five hundred thousand dollars and private citizens in Memphis subscribed two hundred thousand dollars more. The State of Tennessee subscribed, a total of \$2,202,000, and liberal subscriptions were received from other sources. The influences of the convention are apparent when we remember that the Memphis and LaGrange Railroad failed for lack of \$100,000.

The Memphis and Charleston Railroad Company was organized and officers elected, on April 29th, 1850, with Jas. C. Jones as president, and steps were taken to make the preliminary surveys and fix the route of the proposed road. Nearly a year was spent in these preliminary steps, and on January 1st, 1851, the road had not been located.

Some difficulty was experienced in securing the charter in Mississippi be-

cause of the opposition of the Holly Springs and Memphis Railroad Company and the Mississippi Central Railroad Company, and before any work was accomplished Governor Jones was elected to the United States Senate and resigned the presidency of the road. Mr. A. E. Mills, of Huntsville, Ala., was elected in his stead and in order to overcome the objection to the Charter Mr. Mills agreed to subscribe to \$125,000 of the stock of the Mississippi Central Road, in order to overcome the objection to the charter in Mississippi. The Board of Directors declined to ratify his action and both the president and the secretary resigned; and, as the funds in the treasury were about exhausted, it looked as though the Memphis and Charleston road would be buried in the same grave with its fore-runner, the Memphis and LaGrange Road. A meeting of the directors was held at Tusculum, Ala., April 1, 1854, and after a stormy session agreed to accept the contract made by Mr. Mills, but elected Mr. Sam Tate to the presidency.

President Tate gave his time to a personal canvass for money to complete the road, and notified the stockholders that unless four hundred thousand dollars were raised by August 20th he would suspend all work and only proceed with future work as the money was paid in. The amount was raised on August 18th amid great jolification and Mr. Tate pledged that the road would be completed by April 1, 1857. It is interesting to note that the last spike was driven



The Thrift Gift

AS a Christmas gift a bond from the House of H. O. Stone & Co. is the ideal thrift remembrance. It signifies that the giver has an appreciation for the finer side of this matter of Christmas giving—wants to give something that has a permanent value—and that brings something besides mere temporary pleasure.

Due to our Partial Payment Plan a bond may be bought for gift purposes by paying 10% down and 10% monthly. This bond pays 6% interest (twice the usual savings rate). You may buy the bond outright as your present, or you may, if you prefer, pay 10% down on it, as your gift for Christmas. The balance is monthly payments to be paid by recipient, thus inaugurating the habit of thrift. Ask us for

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CHICAGO

INCORPORATED

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(33)



just four days before the date set by President Tate.

In February, 1855, one hundred and eighty three miles west of Decatur, Ala., were in operation; the grading was done on the eight-three miles connecting Decatur with Stevenson, Ala., where the connection was to be made with the Nashville and Chattanooga Railway; the bridge over the Tennessee was nearly completed and "only waited favorable stage of water in the Tennessee

with ribbons, and bringing two hog-heads of salt water from the Atlantic Ocean to use in the creamery called "the marriage of the Atlantic and the Mississippi."

The festivities lasted three days and, as the crowning event, the fire companies lined up on the river bank, with their handengines, and sprinkled salt water over the muddy waters of the Mississippi, while the crowds cheered and the bands played.



(from an old engraving)

The Train of the new Road

showed much improvement over that of the former
LaGrange and Memphis Railroad

River to procure the iron and timber needed."

The road was completed in the latter part of March, 1857, and on May 1st, Senator Jones, who as the president of the road had driven the first spike, drove the golden spike that indicated the completed road, at the point in Memphis "where the Memphis and LaGrange Road crosses Union Street."

The completion of this road was made the occasion of an elaborate ceremony, which attracted possibly ten thousand visitors to Memphis. Special trains were run from Charleston bringing many prominent people, including the Mayor of Charleston, who had been recently elected to Congress; and also bringing the volunteer fire companies of Charleston, Augusta, Atlanta and Nashville, with their engines newly painted and draped

THE MOBILE AND OHIO RAILROAD

The Mobile and Ohio Railroad is the only one of the roads of this period that has maintained its identity through all of the changes and vicissitudes of the passing years and that is now operated under its original name.

Mobile, one of the oldest of the towns of the South—founded in 1702, and at one time capital of the Louisiana Province—was at its best in the years just preceding the Civil War. It was a seaport of importance with an export traffic in 1855 of \$23,419,266 and an outbound Cotton movement of 632,308 bales. The river traffic from the Alabama Tombigbee and Warrior Rivers was of considerable volume and made Mobile the market for a large territory in the interior of Mississippi and Ala-

bama, but this did not give Mobile the access to the great and growing population on and north of the Ohio River and in the great northwest.

As early as 1846, therefore, we find Mr. M. J. D. Baldwin, a citizen of Mobile, urging the construction of a railroad connecting the City of Mobile with the Mississippi River, at the mouth of the Ohio; and, from that point, to extend to the City of St. Louis."

We are told that this proposition "commanded the serious consideration of the citizens of Mobile", and, on January 11th, 1847, "a large and highly respectable meeting was held at Mobile, at which a committee of fifty was appointed, consisting of the most influential men of Mobile and of the States of Alabama and Mississippi, to adopt means to obtain the necessary information and for accomplishing the preliminary surveys and estimates."

Mr. Lewis Troost, an Engineer, was engaged to make a general survey of the ground and to report on the practicability of the scheme and to suggest a route.

The report of Mr. Troost is quite elaborate and gives much interesting information as to the routes proposed, with analysis of the traffic that would probably be developed and the obstacles that would be encountered; with estimates of the cost, etc., which can not be given here for want of space. The cost was fixed at seven million and fifty thousand dollars for the line to the Ohio River, estimated to be four hundred and forty miles in length. The "superstructure," after the roadbed was prepared, was estimated to cost ten thousand dollars per mile, and one million dollars of the cost was set apart for the "right of way, turnouts, depots, water stations and equipment."

Lateral lines and connections were proposed as follows: "one hundred and twenty miles north of Mobile, the main line will meet the extension of the Vicksburg, Jackson and Brandon Railroad." Forty-two miles farther north, a branch was to be run "up the valley of the Lipsey, a distance of forty or fifty miles, to Tuscaloosa."



JUST A MOMENT

Stop and think of this when you want real high grade **Jewelry** at the **right price**. I invite your personal inspection of my stock and a rigid investigation of my methods. Should you wish to purchase a very fine **Diamond** allow me to compare quality and prices is all I ask. I guarantee every **Diamond** I sell to be absolutely **perfect** or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

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MILTON PENCE

High Grade Diamonds and
Jewelry

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29 E. Madison St. Chicago, Ill.

"When the line is extended to a distance of 276 miles from Mobile, it will be due west from the terminus of the Tuscumbia and Decatur Railroad, to which point a lateral line can be run. At a distance of 295 miles from Mobile a connection with the Memphis and Lorange Railroad can be made by running a lateral branch not more than thirty miles.

"The main line can be made to form a junction with the Tennessee River at Savannah or at Perryville, which is in the vicinity of extensive beds of iron ore; and from here, a branch can be run to Nashville."

Mr. Troost predicted that the trip to Mobile from the mouth of the Ohio River would be made over the new road in 22 hours; and, in connection with the boat lines in the Gulf, "the transit could be made between New Orleans and the Ohio River in 36 hours and, in comparison with this, by the river route, it is now performed in 72 hours down and in 96 hours up."

(To be continued)

Meritorious Service

CHICAGO TERMINAL

Fred Matushek, perishable inspector, Wildwood, has been commended for discovering and reporting W. & L. E. 22374 received from I. H. B., Nov. 12, traveling as empty, same being loaded with steel.

John Flanigan and Joe Walsh, clerks, Fordham, have been commended for discovering and reporting I. C. 124564, carload of steel, from the Erie Railroad via Belt billed as empty; G. H. & S. A. 34428, Nov. 18, billed as empty, containing steel; G. H. & S. A. 34422, billed empty, containing load; I. C. 91362 received as empty, also I. C. 119390 received as empty, Oct. 28, containing load. Action of this kind undoubtedly prevents delay to shipment.

C. E. Norman, clerk, Fordham, has been commended for discovering and reporting I. C. car 117710, coal, traveling as empty. This action undoubtedly prevented delay to shipment.

W. Bishton, clerk, Wildwood, has been commended for discovering B. O. C. T. at Wildwood, Nov. 21, billed as empty, and containing coal, thereby preventing delay to shipment.

W. P. Whalen, clerk, Wildwood, has been commended for discovering and reporting Sou. car 189773, Nov. 18, billed as empty, found to contain load of timber. This action undoubtedly prevented delay to shipment.

T. Stankus, clerk, Wildwood, has been commended for discovering and reporting C. & A. 16510, Nov. 16, loaded with lumber, billed as empty. Delay to shipment was undoubtedly prevented.

W. P. Boyle, yard clerk, Fordham, has been commended for discovering and reporting U. T. L. 70514, containing oil, moving as empty, Nov. 15, billed as empty; and also I. C. 124941 moving as empty, and only partially unloaded. Delay to shipment undoubtedly was prevented.

Conductor A. A. Larson, extra 1743, Oct. 29, has been commended for discovering and reporting C. M. & St. P. 48175 with twelve inches of rim and part of face missing. Car was set out for repairs, thereby preventing possible accident.

John Mazilbrook, yard clerk, Fordham, has been commended for discovering and reporting S. P. 25802, load traveling on C. & N. W. empty slip bill for F. G. E. 25802.

During October the following gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands:

Jane Humphreys
Zella Mills
Bell Onsel
Daisy Emery
Anna King

Conductor H. Richardson on train 306, October 25th, lifted employee's suburban

pass account being in improper hands and collected cash fare.

Illinois Division

Conductor J. H. Lively, Fordham, has been commended for discovering and reporting brakes sticking on coach 2219, train No. 1, passing Ashkun. Train was stopped at Onarga and defect remedied. This action undoubtedly prevented possible accident.

Conductor F. Van Meter, Fordham, has been commended for firing Ex. 1644, Nov. 6, Gilman to Chicago, account of regular fireman being taken sick. This action undoubtedly prevented delay.

Fireman Lawrence Coleman, Champaign, has been commended for assisting in bringing full tonnage train into Champaign with bursted superheater unit. This action prevented delay.

Engineer R. Van Antwerp, Burnside, has been commended for discovering and reporting southbound track obstructed at Monee, Nov. 8. This action undoubtedly prevented possible accident.

Engine Foreman Hartman, Kankakee, has been commended for stopping extra 1595 south at Bradley, Nov. 22, account of broken rear wheel on A. R. L. 21509. This action undoubtedly prevented possible accident.

Signal Maintainer V. Hyde, Ashkum, Ill., has been commended for discovering brake beam dragging on extra 1643 south Nov. 5, Ashkum, and notifying conductor who stopped train and had brake beam removed, thereby preventing possible accident.

Engineer W. G. Tucker, Champaign, Ill., extra 1675 north, Oct. 26, has been commended for bringing train into terminal at Champaign with bursted superheater unit at Mattoon.

Switchman F. Fennell has been commended for discovering and reporting I. C. 124443, sand, extra 1637 south billed as empty. This action undoubtedly prevented delay to shipment.

Conductor D. S. Wiegel on trains 9, Oct. 4th-24, Oct. 5th and 34, Oct. 12th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train 4, October 27th, he lifted annual pass account being in improper hands and collected cash fare.

Conductor F. A. Hitz on train 32, October 12th, lifted term pass account being in improper hands and collected cash fare.

Conductor E. M. Winslow on train 3, October 15th, declined to honor employee's trip pass account being in improper hands. Passenger declined to pay fare and was required to leave the train.

Conductor S. Hamilton on train 26, Oct. 28th, and 2, Oct. 30th, declined to honor card tickets account having expired and

collected cash fares. Passengers were referred to the passenger department for refunds on tickets.

Conductor H. B. Jacks on train 25, October 29th, declined to honor card ticket account having expired and collected cash fare.

St. Louis Division

Agent J. G. Mulcaster, Makanda, has been commended for discovering and reporting loose wheel on F. G. E. 27058, extra 1761 south, Oct. 27. Car was set out at Cobden for necessary repairs, thereby preventing possible accident.

Engineer J. Holland, extra south, engine 1862, Oct. 18, has been commended for stopping his train, north of Duquoin account of delivery truck stopped on crossing, thereby preventing possible accident.

R. W. Swaar, Reevesville, Ill., has been commended for discovering and reporting broken rail in "Wye" at Reevesville, Oct. 19. This action undoubtedly prevented possible accident.

Conductor P. L. Wall, East St. Louis, Ill., has been commended for volunteering to fire engine from Sand Ridge Junction to Gale, account of regular fireman becoming sick, and also on Oct. 13 he rendered similar service when fireman on train 271 became sick at Sand Ridge. This action undoubtedly prevented delay to traffic.

Conductor J. B. McEwen on train 2,

October 18th, lifted annual pass account not being good for passage in territory in which presented. Passenger declined to pay fare and was required to leave the train.

Conductor G. Carter on train 23, October 30th, lifted employe's trip pass account not being good for return transportation and collected cash fares.

Springfield Division

C. B. DeFrates has been commended for discovering brake beam down, extra 1551, leaving East Grand Avenue, Nov. 18, M. K. & T. 86231, and stopping train, and train crew removed brake beam. This action undoubtedly prevented possible accident.

W. C. Harris, train 3rd—64, Nov. 9, has been commended for discovering brake beam down in extra 1857, car P. L. 291265, leaving Mt. Pulaski. Train crew of extra 1857 was notified, train stopped, and brake beam removed, thereby preventing possible accident.

Switchman J. R. Williams, Decatur, Ill., has been commended for discovering broken arch bar on B. & O. 130703, train 2-182, moving through Decatur yard, Nov. 3. Train was stopped and car set out for repairs, thereby preventing possible accidents.

Switch Tender Chas. T. Pearson, South Junction, Decatur, Ill., has been commended for discovering and reporting 13 inches of flange inside of west rail, north bound track

RAILROAD POLICIES FOR RAILROAD MEN

One leg, or one arm, or one eye,
can't successfully do the work of
two, else why do we have two of
each in our makeup.

If they are worth having, they
are worth protecting. Protect them
in the Railroad Man's Company.

More than \$22,500,000.00 Paid
to 895,000 Policyholders and Their
Beneficiaries.

Accident and Health Insurance

(Cut out and mail today)

Continental Casualty Co.
910 Michigan Ave.,
Chicago, Ill.

I am employed by the ILLINOIS CENTRAL RAILROAD. Please send me information in regard to your accident and health insurance such as is carried by hundreds of my fellow employes.

Age _____ Occupation _____

Division _____

Name _____

Address _____

Continental Casualty Company H. G. B. ALEXANDER **Chicago**
President

at Decatur, Oct. 28. It developed that this flange was missing from C. B. & Q. 182156. Necessary attention was given defective car, and possible accident thereby prevented.

Indiana Division

Brakeman A. Horton, extra 673 south October 8th has been commended for discovering and reporting broken rail at Switz City.

Brakeman Chas. Pierson No. 351 October 31st, has been commended for interest displayed when the fireman was taken ill at Solsberry, Ind., by firing the engine into his home terminal, thus avoiding serious delay.

Agent C. C. Webb of Toledo, has been commended for prompt action in stopping extra 953 south, October 13th, when he observed Penna. 64011, a car of straw in the train, on fire. By his prompt action fire was extinguished with practically no damage to the car or contents.

Kentucky Division

Conductor J. W. Robertson on train 102, October 23rd, lifted term pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor J. J. Connors on train 101, October 26th, declined to honor local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Tennessee Division

Switchman L. M. Robertson, Fulton, Ky., has been commended for discovering and reporting car with broken truck frame or arch bar. Oct. 17. Car was switched to rip track for repairs, thereby preventing possible accident.

Switchman U. R. Small, Fulton, Ky., has been commended for discovering and reporting bent axle, Wab. car 66027, loaded with lumber, Oct. 15. Necessary attention was given car in order that repairs could be made. This action undoubtedly prevented possible accident.

Conductor W. B. Pope on train 4, October 31st, lifted trip pass account being presented for transportation of party other than the person named thereon, and collected cash fare.

Mississippi Division

Conductor F. J. Hines on train 6, October 31st, lifted monthly school tickets account having expired and collected cash fares.

Louisiana Division

Conductor L. M. McLaurine on trains 31, Oct. 9th-32, Oct. 22d and 31, Oct. 23d, lifted 30 trip family tickets account having expired or being in improper hands and collected cash fares.

On train 32, October 24th, he lifted employee's trip pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor G. O. Lord on train 4, October

17th, lifted trip pass account being in improper hands and collected cash fares.

Memphis Division

Conductor J. S. Lee on train 431, October 16th, lifted employee's term pass account being in improper hands and collected cash fares.

Conductor W. H. Smith, on train 324, October 18th, lifted employee's trip pass account being in improper hands and collected cash fare.

A Safety Warning for Car Men Adopted by the Louisiana Division



Sangamo Special

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*,
as shown in
illustration



Bunn Special

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*,
as shown in
illustration

Is Your Watch Adjusted to Six Positions?

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

"Sangamo Special" and "Bunn Special"

Railroad Watches are adjusted to *six positions*. Ask your jeweler about these superior watches. Descriptive folder sent on request.

Illinois Watch Company
Springfield

Division News

Auditor of Station Accounts

A bowling league has been formed composed of employees in the various departments in the building. The success enjoyed so far is due largely to the efforts of "Jack" Breidenstein, our popular freight claim agent, who has been amongst those present at the games contested so far and to Madsen, captain of the team from the freight claim agent's office. Captain Madsen's sweetheart was also present Nov. 1 and encouraged her "sweetie" to two victories over the A. F. R. No. 1.

The stars of the league seem to be Calloway and Tersip, of the Freight Claim; Pierce and Bodie, of the Auditor Passenger Receipts; Dols and Smith of the A. F. R. No. 1; McKenna and Devitt, of the A. F. R. No. 2 and Henderson, Broderick and Wigginton, of the A. F. R. No. 3. In the A. S. A. Hulsberg, Lamon, O'Rourke, and Bansmith are stars, but a few of them would improve greatly if they would cut out moonshine.

Mr. Hodgdon, Euholm and Stuinjak were out last week, and Mr. Lowshe and the rest of the officials would be welcomed at these games as all the players are all striving to uphold the honor of their respective departments.

The girls, headed by the Misses Crane, Vanderlinden, Coyle, Hayden, Powers and McPaden, have organized and are open to challenge from any and all departments.

Come on girls, write to Mr. Lowshe, auditor of station accounts, to arrange games.

Our popular head clerk, O. W. Euholm, is practicing two nights a week and as soon as he averages 130 he will displace the writer on the team, as your truly is too skinny to bowl.

E. O'Rourke voted the straight "prohibition" ticket as he felt very sorry for Debs in jail and thought if he was elected president he would be let go.

Our chief clerk, Mr. Hodgdon, is looking younger every day and as soon as he gets those "wisdom teeth" back, his wife will have to keep her eyes on him for he is just as popular with the women as he is with the men.

Again, don't forget the bowling league, every Tuesday evening at Jackson Park Tavern, 67th and Stony Island Avenue, 3rd floor, 5:15 p. m.

BANISH — Sample Free! —

TOBACCO HABIT !!

Send No Money

Dr. Elder's Tobacco Boon banishes the injurious and offensive tobacco habit in 3 to 4 days. Easy to take. No craving for tobacco in any form after first few doses. Simply send name for Free Sample and convincing proof.

DR. H. WILL ELDERS, Dept. 616, St. Joseph, Mo.

ALL ONE "BIG FAMILY"



Over 12,000 meals are served daily in our eight restaurants. Open every working day, a full course meal can be obtained for 20c, including soup, potatoes, meat, vegetables, bread and butter, dessert, tea, coffee or milk. In addition to the restaurant a lunch room service is established where a variety of dishes are offered for a nominal sum.

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

Below is a schedule of games, cut it out for future reference.

Standing Teams 11-2-20

	Won	Lost	Per Cent
Frt. Claim Agt.....	5	1	833
Aud. Frt. Recpts No. 2.....	2	1	667
Aud. Pass. Recpts.....	3	3	500
Aud. Sta. Accts.....	3	3	500
Aud. Frt. Recpts No. 1.....	1	2	333
Aud. Frt. Recpts No. 3.....	1	5	167

CHICAGO TERMINAL

The Illinois Central Railroad has entered a team in the Chicago Railroad Indoor Ball League and hopes to capture another championship as it did two years ago. Notices will be posted in conspicuous places whenever a game is scheduled and we earnestly solicit the attendance of our fellow employees.

Fordham Platform

On Friday evening, November 19th, the Fordham Pleasure Club again defeated the South Water Street Wonder Club in a bowling contest held at Bensinger's Alleys, 29 West Randolph Street. The score was close, they losing by 82 pins. Score:

Hybl	150	118	157	425
Husband	105	173	138	416
O'Neil	162	103	153	418
R. Thiem	151	166	126	443
Broderick	188	133	189	510

Total pins	756	693	763	2212
Charboneau	136	104	120	360
Murphy	144	126	154	424
Roth	154	133	134	421
Schafner	140	141	109	390
H. Thiem	166	186	183	535
Total pins	740	690	700	2130

They have again challenged us to a game to be played December 5th at 3:00 p. m. same alleys, staking all the small change they can beg, borrow or steal. Fordham will cover and give them a loan, as we have several bankers in our club. I would not be surprised if we send them home in a barrel, naked of all their earthy possession.

Come and see them get divested of all they own.

Not being able so far to defeat our bowling team, the so-called champion indoor ball team of South Water Street challenged us to a game of outdoor indoor baseball, which we accepted. The game was played Sunday morning, November 21st, at the Jackson Park diamond, the Fordham Pleasure Club defeating them in what developed to be a one-sided affair. This can be easily explained by referring to the score shown below. The sad part of it is the game was witnessed by some 300 attendance.

However, while the champions were badly defeated, they played a good game, Fordham only getting 17 hits off their phenomenal pitcher Gourgan. This was undoubtedly due

to the fact that he had stage fright after he measured up the classy opponents.

R. Groark pitched a wonderful game from the start to the finish, allowing only one hit which did not give the opposing team the slightest chance to score. The men playing behind him were like the Chinese wall; no chance for anything to get through.

I cannot refrain from making mention of the umpire, Mr. J. Groark, who was very fair to both teams; not the slightest murmur was heard from either side on decisions rendered.

Watch the Fordham Pleasure Club Ball and Bowling Teams, They are Winners.

Score:

Fordham Pleasure Club

	R	H	E
Werhollick, C.....	3	4	0
Broderick, E., 3rd.....	2	2	1
O'Neill, 1st	0	0	0
Gorman, LF	0	0	0
Corcoran, SS	2	3	0
Broderick, J., 2nd.....	2	4	1
Smith, RF	2	2	0
McNeil, CF	1	1	0
Groark, P	1	1	0
Total	13	17	2

GOVERNMENT WOOL BLANKETS

PRICE

\$4.90



20,000 elegant wool army blankets purchased direct from U. S. surplus Division. Blankets that are real wool and will keep you warm for several years to come. The raw material alone is worth more than the price we ask.

Slightly used in local camps, but practically as good as new. Inspected, renovated, laundered and sterilized by Government authorities. Our price \$4.90.

Strictly new and just as received by the Government from the manufacturers. Our price \$5. Regular value would probably be \$16.00. Either the above blankets are extra large size. As a matter of good faith mail us a deposit of \$1.00 for each blanket order, balance on delivery. We will ship blankets by express unless otherwise instructed.

KINGSLEY ARMY SHOE CO.

3852 Cottage Grove Ave., Dept. B262, Chicago, Ill.

NUXATED IRON

Increases strength of delicate, nervous, run-down people in two weeks' time in many instances. Used and highly endorsed by former United States Senators and Members of Congress, well-known physicians and former Public Health officials. Ask your doctor or druggist about it.



Wrist Watches
See Catalog for all the latest styles. Big bargains on credit terms as low as **\$2.50 a Month**

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Select Christmas Gifts from Our Catalog
There are 128 illustrated pages of Diamonds, Watches, Jewelry, etc. Whatever you select will be sent, all charges paid. You see and examine the article right in your own hands. If satisfied pay one-fifth purchase price and keep it; balance in 8 equal monthly payments.

The Best Gift of All—A Diamond Ring
Beautiful rings, any style 14-K gold mounting. Special values at \$50, \$60, \$85, \$125 up. Easy terms.

Watches Splendid bargains in 25-year guaranteed watches on credit terms as low as **\$2.50 a Month.**

LIBERTY BONDS ACCEPTED

LOFTIS BROS. & CO., The National Credit Jewelers
Stores in Leading Cities. Dept. G-939 108 N. STATE ST., CHICAGO, ILLINOIS

For elegance and artistic beauty, our Diamond Rings are unsurpassed



South Water Street

	R	H	E
Bowen, 3rd	0	0	0
Gross, RF	0	0	1
O'Brien, LF	0	0	0
Grennon, 2nd	0	0	0
Tooev, SS	0	1	0
Walsh, CF	0	0	1
Coughlin, C	0	0	0
Karney, 1st	0	0	1
Gourgan, P	0	0	0

Total	0	1	3
Innings	1 2 3 4 5 6 7 8 9	R H E	
South Water St.	0 0 0 0 0 0 0 0 0	0 1 3	
Fordham	1 1 3 2 0 4 2 0	13 17 2	

Armistice Day, November 11 was in reality a Memorial Day.

As the finger of Time pointed to 11:00 a. m. the sounds of truck wheels ceased, and the martial tread of trained and drilled feet could be heard as the men instinctively formed line, face East, in answer to the bugle call.

The front line was of some 25 men from overseas, bearing ghastly wounds brought back from the fierce battles that go to make this country the peer of the world.

The second line of 125 men, most of whom have been, and now are, at their country's call, had their hearts thrill and the red blood of patriotism rushed through their veins as with uncovered heads taps sounded for comrades who gave their lives and laid their bodies in the soil that Imperialism might be crushed and Liberty be planted to teach the common people their heirdom to royalty.

After honor bestowed on fallen Love of Country, Pride of Nation, coursed through these noble specimens of American Nobility to such extent that with united soul-filled voices the men made this part of Chicago vibrate with "My Country 'Tis of Thee" and the "Star Spangled Banner."

FORDHAM DOES NOT LAG.

**ST. LOUIS DIVISION
Centralia Terminal**

Duane Frink and Lucian Spaulding, clerks, attended the Illinois-Ohio football game at Champaign, Ill.

SLOAN'S GOES RIGHT TO THE ACHING SPOT

You can just tell by its healthy, stimulating odor that it is going to do you good

THOUSANDS of men and women; when the least little rheumatic "crick" assails them, have Sloan's Liniment handy to knock it out. Popular over a third of a century ago—far more popular today.

That's because it is so wonderfully helpful in relieving external aches and pains—sciatica, lumbago, backache, neuralgia, overstrained muscles, stiff joints, weather exposure results. A little is all that is necessary for it soon penetrates without rubbing, to the sore spot. No muss, no stained skin.

All druggists—35c, 70c, \$1.40.

Sloan's Liniment

Pain's enemy

LET US TEACH YOU at your OWN FIRESIDE the WORLD FAMOUS PALMER METHOD PENMANSHIP, leading quickly and easily to a style of handwriting embodying LEGIBILITY, RAPIDITY, EASE and ENDURANCE. No age limit, if nerve force is unimpaired. FAILURE UNKNOWN when OUR PLAN IS FOLLOWED.

WRITE TODAY FOR INFORMATION.

Department "C",
The A. N. Palmer Co.,
No. 30 Irving Place, New York, N. Y.

Mr. Orin Brown, yard clerk, departed for a three-days' hunting trip on the Okau river.

Mrs. E. N. Anderson, routing clerk, received a very painful injury to the knee, when she was kicked by a horse. Although not serious it has caused considerable trouble in getting around.

Mr. Chris Cento, car foreman, has just returned from Milwaukee, Wis., where he has been visiting with his son.

A special train of officials passed through here a few days ago and during their brief stop in Centralia, they inspected the new passenger station which is nearly completed.

Macel Bousman, "bookkeeper", and several friends went on a hunting trip up near Vernon. He did not get but four rabbits and he won't say whether they were tied fast or whether he bought them.

Train Dispatcher George Robinson of Carbondale, spent Thanksgiving in Centralia.

WISCONSIN DIVISION

Miss Isabel Guger of the Accounting Department has returned from a visit with relatives in New York City.

Mr. Paul Donahue of the Accounting Department was at Madison Saturday, November 13, to attend the Illinois-Wisconsin foot ball game but returned rather disappointed.

Cupid seems to be working overtime around the Superintendent's office. Miss Lucretia Porter, Miss Catherine Farnum, Miss Loretta Killoran and Miss Helen Sage are to be married within the next month or two.

Miss Lucretia Porter stenographer in Superintendent's office, and Mr. Henry Lichtenberger, timekeeper, are to be married sometime is the near future. Congratulations.

The girls of the Superintendent's and Agent's offices gave a dinner November 11 in honor of the Misses Catherine Farnum, Loretta Killoran, Lucretia Porter and Helen Sage, who are to be married in the near future. Each of the brides-to-be were presented with a pretty gift. About twenty-five girls were present.

TENNESSEE DIVISION

Just to let you know we are still on the map, will give you a few items from Tennessee division.

V. J. Voegeli, chief clerk to the master mechanic, has just returned from his vacation which he spent with homefolks in E. St. Louis.

Master Mechanic Grimes went to Water Valley to join the president's special which passed through Jackson on the 20th.

Miss Edna Watkins, stenographer in the Store Department, visited friends in Greenfield.

Mr. J. C. Blackwell, storekeeper at Jackson shops, is on his annual vacation.

Mr. A. A. Stoval, machine shop foreman, is able to be back at this post of duty after undergoing quite a serious operation in the Chicago hospital.

THESE UNION MADE Officer's Army Shoes



Can be Used for Work or Dress. Built on union lasts, by union labor; every pair inspected and union label stamped on inner sole.

Genuine soft leather uppers, strong enough to withstand two re-tappings; Munson last; soles sewed, not nailed; Goodyear Wingfoot rubber heels, outwear 3 pair leather heels. Shoes guaranteed to wear or a new pair free. Just send money or order or check.

ONLY

\$6.98

POSTAGE FREE

MAIL COUPON BELOW

We Pay
Postage

Reliable Mail Order Co., Dept. 142,
25 Huntington Ave., Boston 17, Mass.

Enclosed find _____ Send _____ pairs.

My money back if I am not entirely satisfied.

Name _____

Address _____ Size _____

Don't Wear a Truss



WE GUARANTEE YOUR COMFORT

with every Brooks' Appliance New discovery. Wonderful No obnoxious springs or pads Automatic Air Cushions. Bind and draws the broken parts together as you would a broken limb. No salves. No plaster. No lies. Durable, cheap. Send on trial to prove it. Full information and booklet free.

C. E. BROOKS

188A State Street

Marshall, Mich.

Rheumatism

A Remarkable Home Treatment Given by
One Who Had It

In the Spring of 1893 I was attacked by Muscular and Sub-acute Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally, I found a treatment that cured me completely and it has never returned. I have given it to a number who were terribly afflicted and even bedridden with rheumatism, some of them 70 to 80 years old and results were the same as in my own case.

I want every sufferer from such forms of rheumatic trouble to try this marvelous healing power. Don't send a cent; simply mail your name and address and I will send it free to try. After you have used it and it has proven itself to be that long-looked-for means of getting rid of your rheumatism, you may send the price of it, one dollar, but understand, I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer when relief is thus offered you free. Don't delay. Write today.

Mark H. Jackson, No. 939 G Bldg., Syracuse, N. Y.

Durston

Mr. Jackson is responsible. Above statement true.

Blacksmith Foreman House and wife spent the week end with relatives in Corinth, Miss.

Mrs. L. Grimes and daughter, Dorothy, have just returned from a visit to relatives in Memphis.

H. O. Voegeli, chief accountant, attended a meeting of the Accounting Department in Memphis November 20.

Several of the I. C. shops boys took part in the Moose Charity Minstrel on the 27, 28 and 29, which no doubt accounts for the success of the show.

Accountant C. B. Cann and wife are visiting relatives in Ironton, Mo.

R. W. Wilcox, night roundhouse clerk, spent several days in Nashville.

The superintendent's office force is rejoicing with White, our efficient trainmaster's chief clerk, over his accidental killing of a quail while hunting the other day. White says quail on toast is fine eating.

We are wondering if Switchman Maddox is going to school again. We see him carrying school books every morning. Cheer up, Helena, she might be his little cousin.

Booney Ryan hasn't spent a Sunday in Fulton since the Fourth of July. Looks like another good man gone wrong.

Shady Grove Butterworth, file clerk, is going to night school now to a very pretty little rural school teacher. Of course, we don't know what course he is taking.

Assistant Chief Clerk R. C. Pickering is very careful which way he looks these days. Says he thinks it pays to look straight ahead. Cause: Crick in his neck.

Clerk R. D. Benedict is now in possession of a new "Brodna" catalog, and he spends his days in meditation as he earnestly surveys the pages with the glowing headlines "WEDDING RINGS."

Miss Hortense Johnson made a trip to St. Louis, shopping, a few days ago.

Timekeeper P. M. Newhouse and friends spent a day at Reelfoot Lake, hunting, recently. Unfortunately the night following was the appointed time for the Elks' Charity Ball. Those who know our timekeeper won't doubt it when we say, that when he came back to the office, he looked very much like "the day after the night before."

Illinois

\$5.50
Per Month



**The 21-Jewel
Bunn Special**
made for
Railroad Men

Send No Money

This 21-jewel Illinois Watch—the **Bunn Special** sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes *express prepaid* to your home. Examine it first. Only if pleased send \$5.50 as first payment. Wear the watch. If after ten days you decide to return it we refund deposit immediately. If you buy send only \$5.50 a month until \$55.00 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 122 page catalog, No. 653 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

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Be the Leader. We teach you by mail the rules of Parliamentary Procedure and the duties of the presiding officer in conducting lodge, union or club meetings—all that governs the deliberative or legislative assembly. The Course, prepared by Herman Ames Phillips, for 15 years Journal Clerk, National House of Representatives, and John Philpot Curran, LL.B., is based on the rules used in Congress. Low cost, easy terms. Write for free illustrated booklet of pointers for speakers.



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Send No Money

Snap this bargain up right now before it is too late. Only limited quantity. Amazing underwear bargain. Greatest offer ever made. **Two Guaranteed \$4 Each, Wool Unionsuits, \$5.75.**

Save big money on your underwear. Send postcard or letter today—this very minute, for these 2 beautiful perfect fitting heavy weight gray elastic rib unionsuits. Full cut. Seams reinforced and overcast. **Send No Money**—pay only \$5.75 on arrival, no more; we pay delivery charges.

We Guarantee to refund your money if you can match these 2 wonderful **wool unionsuits** for \$3.00. Order this amazing bargain this minute before it is too late. Just give name, address and breast measure.

BERNARD - HEWITT & COMPANY
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OR SNUFF HABIT CURED OR NO PAY

No matter whether used in pipe, cigarettes, cigars, chewed or used in the form of snuff, Superba Tobacco Remedy contains nothing injurious, no dope, poisons, or habit-forming drugs. Guaranteed. Sent on trial. If it cures, costs you one dollar. If it fails, or if you are not perfectly satisfied, costs you nothing. Write for full remedy today.

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Stifel's Indigo Cloth

Standard for over 75 years

STIFEL
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Equal parts good looks and real quality—that's why **OVER-ALLS, JUMPERS, AND UNIFORMS** of Stifel Indigo Cloth are 100% work Clothes!

No amount of wearing or washing will dim Stifel Indigo's beautiful blue color. And its dotted stripes and other patterns are guaranteed not to break in the print.

Be sure this trademark is on the back of the cloth inside the **OVER-ALLS, JUMPERS, AND UNIFORMS** you buy, if you would be sure of wearing garments of genuine Stifel Indigo Cloth.



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SAN FRANCISCO	Postal Telegraph Bldg.
ST. JOSEPH, MO.	Saxton Bank Bldg.
BALTIMORE	123 Market Place
ST. LOUIS	604 Star Bldg.
ST. PAUL	238 Endicott Bldg.
TORONTO	14 Manchester Bldg.
WINNIPEG	400 Hammond Bldg.
MONTREAL	508 Read Bldg.
VANCOUVER	506 Mercantile Bldg.



*A Railroader
in the Making*

Shirley Alverson, secretary to general manager, is with us today. Always glad to see you Shirley.

Again we have a favorable report from the matrimonial bureau here. Its business is growing rapidly and its followers increasing steadily. Miss Kathleen Lovier, stenographer, joined the ranks since our last writing and she now signs her name Mrs. Buel Burgess. Frank White thinks he will be the next victim but we think the rivalry is between Frank and Mr. Benedict.

Supervisor's clerk, Elvis Campbell, visited friends in Bowling Green a few days the past month. Campbell says he enjoyed his visit home, but we think he feels much more at home here, in a Paige automobile. Looks that way to say the least of it.

DeMaupassant says in deferring a kiss, that a man with a short mustache can make a woman leave home—what's the idea Campbell?

Mr. H. O. Cole has just returned from Mobile, Ala., where he attended the wedding of a friend.

Miss Lois Covington spent last week end in Chicago.

VETERAN RAILWAY CONDUCTOR IS DEAD

W. G. Beanland Passes Away in New Orleans Hospital

W. G. Beanland, 45, one of the oldest passenger conductors in point of service on the Yazoo & Mississippi Valley Railroad and a native of Memphis, died at a private hospital in New Orleans at an early hour yesterday morning, following an illness of more than two years.

Mr. Beanland suffered a nervous breakdown nearly three years ago, and he entered a private hospital in New Orleans several months later in the hope of recovering his health. His condition gradually grew worse, however, and his physicians, despairing of his recovery, notified his friends here several months ago that Mr. Beanland's death could be expected at any time. Mr. Beanland entered the service of the Yazoo & Mississippi Valley Railroad nearly 20 years ago, and he rapidly adapted himself to the kind of employment he was first assigned to. Not long after his connection with the road he was promoted to a higher station, and he proved so efficient in his work that it was not long before he was advanced to conductor on a freight train.

* * * *

The body will arrive in Memphis over the Illinois Central this morning at 6.20 o'clock and will be taken in charge by J. W. Norris & Co., undertakers. The funeral will be conducted from the funeral parlors of Norris & Co. this afternoon at 2:30 o'clock. Burial will take place in Forest Hill Cemetery.—Commercial Appeal, Memphis, Tenn., Nov. 16, 1920.

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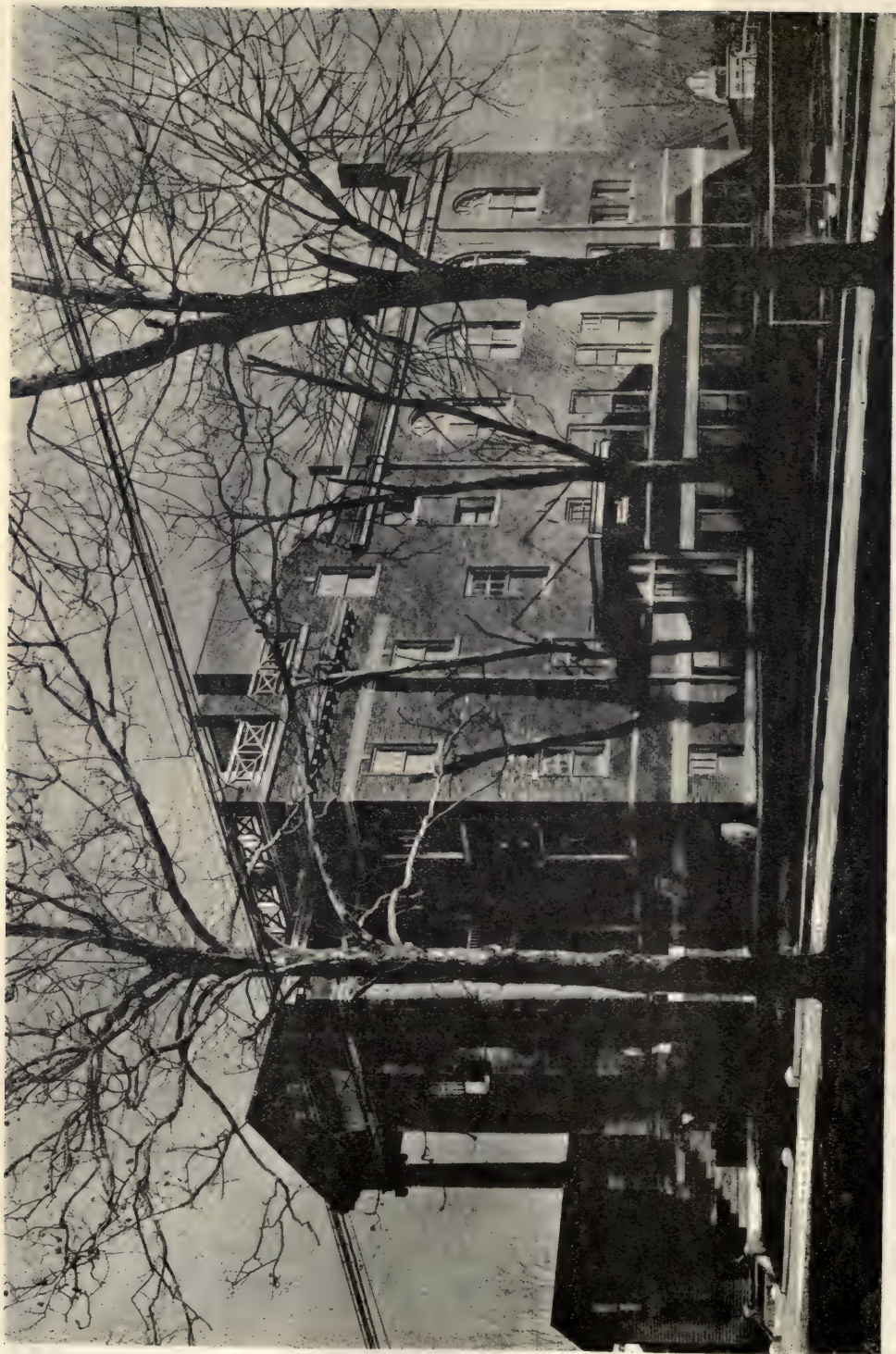
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The Railways and the Waterways

By C. H. Markham, President, Illinois Central Railroad Company

An address before the Sixteenth Annual Convention of the National Rivers and Harbors Congress, Washington, D. C., December 8, 1920.

I think it will be agreed that the question of the development of inland waterways should be considered as a part of the entire transportation problem of the United States. We need better and more adequate transportation to carry the products of our farms, forests and mines to the places in our own country where they are to be consumed or to be used as the fuel and raw materials of manufacture. We need better and more adequate transportation for distributing the products of our manufacturing industries from the great centers of population and industry to all parts of the country. Our people within recent years have enjoyed a great export trade. Their prosperity requires that a large part or all of this be retained; and the efficiency and adequacy of our inland transportation and our merchant marine will largely determine the amount of export business we will do.

It is important not only that our means of transportation, inland and overseas, shall be adequate and efficient, but that all our transportation service shall be rendered as cheaply as possible. If our industries are to grow, and to compete successfully with those of other nations, we must get our raw materials and manufactured products to tidewater for delivery to an American merchant marine at a cost which will enable prices to be made for our commodities which will compare favorably with the prices charged by other nations. To do this we must make use of those instrumentalities of transportation which are in fact the most efficient and economical.

We have available three means of inland transportation—highway, railroad and waterway. Good roads and the motor truck have begun to play an important part in transportation. For some years the railways have found it difficult, and at times impossible, to handle all the freight offered. Trucks have helped to relieve the situation

by handling substantial amounts of freight in congested areas. In many cases they have hauled freight, and especially high grade freight, considerable distances. Probably, however, the future of the motor truck as a carrier of freight will be found in handling it short distances in congested areas, and in bringing it to railways or waterways from points not reached by them. Practically all the freight moving long distances will go by rail and water.

The Need for a Survey

The public's welfare demands that transportation shall be rendered in any particular territory, or between any particular points, by that means which can render it most economically, due allowance being made for differences in the speed, regularity and other features of the service. There are many parts of the country in which water transportation cannot be provided. There are others in which it can be provided, but not under conditions that would render it desirable or even feasible to have the freight business transferred from the railways to the waterways. There are still other parts where transportation by water has such great advantages over transportation by rail that the railways stand no chance of getting any considerable part of the business.

Take, for example, the supplying of coal to the Northwest. The advantages of water transportation on the Great Lakes for bulky commodities moving in large volume are so great that the natural source of the Northwest's coal supply is the mines in the Pittsburgh district, in Ohio and in West Virginia, and the natural route for it is by rail from the mines to Lake Erie ports, and by boat to the head of the lakes. Only a small part of the coal going to the Northwest moves entirely by rail.

There are, however, many parts of the country in which it is still debatable whether

if the waterways were developed, transportation by rail or by water would have the advantage in cheapness and efficiency. I do not wish to say anything against the governmental waterway policy which has been followed in the past. There is, however, one point regarding it on which I think all will agree. That is that it has not been carried out in such a way as definitely to determine where transportation by water, and where transportation by rail, are preferable. If the nation is to continue to spend many millions of dollars upon waterway development, the greatest immediate need seems to be the formulation of a definite and constructive policy under which waterway expenditures will be concentrated where physical and commercial conditions are favorable to the development of a large water borne traffic.

The development of waterways often has been advocated to regulate railway rates. Doubtless in many cases railway officers have assumed an attitude of antagonism to it because they feared the effects it would have on their earnings. Railway officers are able now to take a more detached view of this subject than in the past. One of the products of the war is a new point of view toward the railroad problem as expressed in the Transportation Act under which the roads were returned to private operation. For the first time in the history of the country there is recognition of the fact, not only by the general public but by the law regulating railways, that to take care of the country's business the railroads must be enabled to provide adequate facilities, and that to provide adequate facilities they must be enabled to earn adequate returns. The Transportation Act directs the Interstate Commerce Commission to so fix the rates as to enable the railroads of each group, if efficiently and economically managed, to earn a return of $5\frac{1}{2}$ to 6 per cent on their aggregate valuation. It follows that if waterways should be so developed in some parts of the country as to take freight business from certain lines of the railways, the Interstate Commerce Commission would have to make the rates high enough on the business left to yield the returns specified in the law. While, therefore, the development of waterways in certain parts of the country might make the cost of transportation lower to shippers located on the waterways, it might, because of the diversion of business from the railroads, actually make the rates of shippers located exclusively on the railways higher than they otherwise would be. However, as I have said, the government should consider the policy adopted in relation to its effects on the public as a whole, and not in relation to its effects on only part of the public.

There Is No Competition

You may say that water competition would force the railways to reduce their rates, at least between points where the competition existed. I think there is a good deal of misunderstanding regarding competition between railways and waterways. My observation is that there never has been for any considerable time actual competition between them. When freight may move between certain points by either rail or water it always is but a short time until either the rail route gets it all or the water route gets it all.

Take for example, the case I have cited of coal moving to the Northwest. The water route via the Great Lakes is better and more economical than the all-rail route. In consequence, practically all the coal is moved by water. Because of the fact that the water route is better and more economical, the railways not only do not compete, but do not provide facilities for competing. In consequence, if conditions arise which interfere with the movement of sufficient coal by water, it is practically impossible to get the coal to the Northwest. Somewhat the same situation existed before the war with respect to the movement of coal from the West Virginia mines to New England. The coastwise route from Norfolk and Newport News always had been better and cheaper than the rail route, and practically all the coal moved by rail to tidewater, and thence by water to New England. In the midst of the war many of the coastwise steamships were transferred to trans-oceanic service, and it was found almost impossible to get enough coal to New England by rail.

Take, again, the conditions that have existed between Savannah, Ga., and New York and Boston. Until the carriers by water were commandeered for war purposes the people of Savannah knew nothing about shipping by rail, either from New York and Boston to Savannah, or vice versa, any commodity that could be handled by water. You might occasionally find a large piece of machinery that could not be gotten into the hold of a vessel and that had to be handled by rail on two freight cars. I do not know of any cases of the kind, but there doubtless were some. The same general conditions exist between New York and all the South Atlantic and Gulf ports. The railroads are there and yet all the traffic moves by water. There is no real water and rail competition.

On the other hand, when the railroads have been able to provide better and cheaper service than parallel waterways there has been an irresistible tendency for the business to leave the water routes and go to the railways. It may be well, in this connection, to refer briefly to the early history of the development of some railroads, and the con-

sequent destruction of traffic on parallel water routes. Almost all the railways built in the early history of this country were constructed to serve communities already served by water. They were built to serve these places, first, because these places had become the principal centers of population and industry, and, secondly, because transportation by rail was regarded as more speedy and efficient than by water. The railroads having been constructed, and having almost no source except places located on the waterways from which to draw business, and the total business available being insufficient for both the railways and the waterways, it was inevitable that either the railway or the waterway would survive at the expense of the other. One of the first railroads constructed in this country was the road from Charleston to Hamburg, S. C. It was built in the early thirties to enable the merchants of Charleston to share with those of Savannah the business carried on the Savannah river from Savannah. Charleston, having built a railroad to Hamburg, which is just across the river from Augusta, and which was at the fall line of the Savannah river—in other words, the highest point of navigation—Savannah was obliged, in order to compete with Charleston, to build a railroad. The citizens of Savannah organized the Central of Georgia Railroad and Banking Company and constructed a line to Augusta. Having built out into the interior they were forced, in order to get the maximum business, to build to all the other river towns.

That was the beginning of railway development in the Southeast. These railroads having been built, and having almost no source of revenue but the business available at the river points, they had to take all the traffic they could to live and they had to make rates that would enable them to take it. They could not pick up and go somewhere else if the business proved unprofitable, like a man who owned a river steamer.

The Mississippi Delta

Take again the development of the Mississippi Delta. When the first railroad was projected from Memphis south—the road which is now the Yazoo & Mississippi Valley—there were no levees along the Mississippi until you got down into the southern delta, below Baton Rouge. The only towns were at certain high places along the river, including Greenville, Friars Point and Rose-dale. There was no traffic except at these points or at other points in the territory where the land was high enough to prevent interference with agriculture by the river in its annual overflow. The Yazoo & Mississippi Valley, having built to Greenville and expecting to wait upon the future development of the territory, had to get all the business it could to live, and it did, as a matter

of fact, take so much that it drove out the river carriers. If there had been a law preventing the construction of a railroad under conditions enabling it to take business from the water carriers on the basis of service and rates, there would not have been any railroads built, and as it was only by railroad that the interior of the Mississippi Delta could have been reached the Delta would not have been developed into the garden spot that it is today.

Our experience with competition between the Erie Canal and the railroads has been similar. In our early history the Erie Canal was a very large carrier of freight. When railroads were built paralleling it they had to get all the business they could to live. They therefore rendered service and made rates which speedily took practically all the traffic from the canal.

Climatic conditions have been among the chief reasons why the railways have taken from many waterways practically all their business. A railway can operate throughout the winter in our northern states, while the waterways are closed to navigation. The Mississippi River north of Cairo, and for some distance south, often freezes over and becomes unnavigable for two months or more. The season when navigation is closed on many other inland waterways is longer. In order that a railroad may be in a position to give the public at all times the service it needs, the railroad ought to be equipped to permit it to take care of the peak load of its traffic just as should any other public utility such as an electric light or a water plant.

It is, however, a question of public policy as to the extent to which railways should be expected to provide surplus capacity to handle traffic thrown upon them by waterways becoming temporarily unnavigable. The condition mentioned is certainly one of those influences which have been potent in enabling the railways to take the business from certain waterways. When these waterways are closed the shippers make arrangements for having their traffic handled by rail, and usually find it inexpedient to divert their business from the railways to the waterways when navigation is closed, and then divert it back again when the waterways are open.

As I have said, the transportation problem should be approached from the standpoint of the welfare of the entire public. All the people must bear in the first instance the cost of waterway development carried on by the national government. The total cost of handling traffic on canals and canalized rivers includes interest on the money invested in constructing them and the cost of maintaining them, as well as the cost of providing the boat service. Should not the users of water service be required to contribute in the form of tolls toward a return on the investment and toward the main-

tenance of the facilities? It seems only fair to all of the people of the country that if government money is to be used to provide facilities for the movement of traffic by water, the users of the water service should contribute toward the cost of constructing and maintaining the waterways, just as those who use transportation by rail are required to contribute toward the cost of the construction and maintenance of the railways.

Co-Ordination and Co-Operation.

Since there never is for any considerable time actual competition between water and rail carriers—as one or the other, when they are pitted against each other, always will take practically all of the business—there is evident need for comprehensive study to determine where transportation by water and where transportation by rail will be preferable. It is as questionable a policy to make expenditures on waterways where the conditions are such that they probably will never be able to take the business from the railways, as to provide a large surplus capacity on the railroads to be used only in emergencies when the waterways are closed. The object of a national policy should be not to foster competition between railways and waterways, but such development of both as will enable them to co-ordinate their facilities and work together to give every section of the country the best, most adequate and cheapest transportation service practicable.

When we find, after proper experiments have been made, that transportation by water in any part of the country is in fact more efficient and economical than by rail, the railways should not be forbidden, but encouraged, to use the waterways as auxiliaries. The railroads are already organized and engaged in the business of transportation. They have agencies and connections with other railroads throughout the country, as well as connections with steamship lines throughout the world. They, therefore, have facilities for gathering traffic from every direction to turn over to water carriers. It may be said that if the railways are allowed to operate boats they will drive off boat lines owned by independent companies, but the Interstate Commerce Commission has power to prevent this. It has the same authority to regulate rates applying partly by rail and partly by water as to regulate rates applying entirely by rail. It has authority to require the railways to establish reasonable through rates and to make reasonable divisions of rates with water lines. In addition, the Interstate Commerce Commission Act provides that if a railway reduces a rate to meet water competition, it shall not be allowed later to advance it merely because the water competition has been destroyed. With all these

safeguards there does not seem any good reason to fear that if the railways were allowed to own and operate boat lines there would be any serious danger that they would drive out independent lines. In fact, boat lines owned by railways did, for years, operate side by side with boat lines owned by independent companies on the Great Lakes. When legislation forced the railways to cease operating boats on the Great Lakes, it impaired the service rendered the shippers without benefiting the independent boat lines. As long as the Interstate Commerce Commission has such great authority in respect to rates and general transportation practices, it ought to be competent to determine the conditions under which the railroads could be permitted to use the waterways in such a manner as to further the most efficient and economical handling of the transportation of the country.

The officers of the railroads and the water lines, in co-operation with the Interstate Commerce Commission, should be able to determine whether it would be more economical and beneficial to the country for certain traffic to be handled by rail or by water. The argument often is made in favor of waterway development that it would relieve railways of their bulky, low-grade traffic, which, it is contended, is handled at a loss. Many persons even use the word "co-operation" as if it means that the railroads voluntarily should turn over part of their business to the waterways, and especially this low-grade traffic, such as lumber, grain and coal. The fact is that if any large railroad system were relieved of all of its low-grade tonnage the returns from its remaining business would not permit its continuing operation. It is the low-grade business which can be handled in large trainloads at slow speeds, and at a cost much less than that of handling high-grade traffic; and because this low-grade traffic can be handled at low cost it is often the most profitable part of a railroad's business. Proper development of waterways and co-ordination with the railways would result, as I have tried to point out, not merely in the transfer of part of the business of the railroads to parallel waterways, but in the development of waterways and railways as parts of a single transportation system, each handling the business in those places where it could do it most efficiently and economically.

Mistakes Should Not Recur.

A comprehensive study of the development and use of waterways and railways not as competitive, but as co-ordinate and complementary parts of a single transportation system, would prevent in future many mistakes which have been made in the past. If the same company owned both a rail and a water line there would not be competition

between them which would be carried on until one or the other was driven out. The railways would be able to develop the service of its boat line to whatever extent experience might show was necessary to help its railway lines carry business in seasons of heavy traffic, without developing either rail or water facilities to such an extent as to result in large economic waste. Of course, where railways own boat lines they are more likely to use them as connections and feeders for bringing to their rail lines traffic that they might otherwise be unable to get, than in rendering water service which would merely parallel and duplicate their rail service.

I am unable to see any difference in principle between railroads being permitted to own and operate boats upon inland waterways and their being permitted to own and operate motor trucks upon highways or streets. There are conditions in our large centers of population and industry owing to which it may be found more economical and efficient for the railways to own and use trucks to pick up and deliver freight to yards at outlying points than to continue the practice of loading merchandise at large central warehouses and switching the cars to freight houses for reclassification and distribution. No one, I suppose, would question that it is the right and duty of the railroads to acquire trucks and use them over highways and streets if this will enable them to render more economical and efficient service. If a railway may properly use motor trucks at one end of its lines, can there be any valid reason why it should not be allowed to own and operate boats from the other end of its lines if this will enable it to render more economical and efficient service? Nevertheless, as you know, while there are no legislative restrictions upon the ownership and use of motor trucks by railways, there are legislative restrictions upon their ownership and use of water carriers.

The main thing I have sought to emphasize has been the necessity for the development of a comprehensive and constructive transportation policy which will include highways, railways and inland waterways, and which will result in such co-ordination of all these means of transportation as will cause the commerce of the entire nation to be handled with the utmost efficiency and economy. We have entered a new epoch in our country's history—one in which the greatest efficiency in production will be necessary to enable us to provide, by our domestic industry and our domestic and foreign commerce, the necessities, comforts and luxuries needed for the welfare of our people. Transportation is one of the most important factors in industry and commerce. Therefore, upon the adequacy, efficiency and economy of our transportation service will largely depend the

future welfare of our people. I know that many persons, including many advocates of the development of inland waterways, are disposed to regard with suspicion and questioning the policy of the railroads and any suggestions concerning a national transportation policy which may come from a railroad source. Undoubtedly, there have been reasons for this. I am not contending that the policy pursued by the railroads in relation to waterways or many other matters always has been right. I admit there have been abuses in their management, and that some of these have arisen in their relations with the water carriers. I also believe, however, and think you will agree with me, that many millions of dollars have been wasted in efforts to promote navigation on some of our inland waterways which would not have been wasted if a constructive policy in dealing with this important question of transportation had been pursued; and what I am now advocating is the adoption of a policy of developing and using the waterways which will recognize the fundamental principle that traffic should be permitted to move by that route, whether highway, rail or water, which is in fact the most efficient and economical.

Build Only Where Needed

In this connection, reference should be made to a provision of the Transportation Act of 1920, which applies only to railways, but which is predicated on a principle which seems equally applicable to waterways. The Transportation Act provides that no railway shall in future construct any new line of railroad, or extend any old line, without first obtaining from the Interstate Commerce Commission a certificate that the present or future convenience and necessity of the public require, or will require, the construction and operation of the new or extended line. The purpose of this provision is to prevent increase of railway facilities when and where the means of transportation already provided are sufficient, and when and where, therefore, increase of them would impose an unnecessary burden upon the public. Doubtless in the administration of this provision the commission would refuse authority to construct a railway line paralleling a waterway, if the waterway already was able to render all the transportation service public necessity and convenience required. From the standpoint of the economic welfare of the public, unnecessary duplication of transportation service by rail lines is no more undesirable than unnecessary duplication of service by water and rail lines. If, as Congress has decided, the Interstate Commerce Commission is the best authority to determine where additional railways lines are, or are not, needed, it seems to follow that it would be the best authority to determine where ad-

ditional water transportation service was or was not needed. I raise for your consideration, therefore, the question whether the future development of transportation service by water as well as by rail ought not to be placed under the general supervision of the Interstate Commerce Commission by so amending the Transportation Act as to provide that before any waterway is constructed, improved or extended, a certificate must be obtained from the commission to the effect that the public convenience and necessity require its construction, improvement or extension. Only in some such way, it would appear, can co-ordination in the development as well as in the operation of the railways and waterways be brought about which will in the greatest measure promote the public interest.

Speaking for the railroad system I represent, we are ready to co-operate with the waterways in every legitimate and useful

way. I am not prepared to say we will turn traffic over to them which we can handle, and which we believe we can handle better than they can, but to the extent that the patrons of our railroad desire us to work in co-operation with the waterways I am prepared to say that we will participate in every reasonable arrangement that may be suggested for the establishment of through rates and through routes by rail and water, and for the transfer of freight between the rail and the water carriers. The Transportation Act, as I have already indicated, permits railway officers to take a somewhat more detached view of the general transportation problem than they could in the past, and, as public-spirited citizens, the owners and officers of the railways consider it their duty to co-operate in future with all who are striving to promote a general transportation policy which will further the best interests of all the people and all sections of the country.

Union County, Kentucky, Farmers Discuss Railway Service With the Illinois Central Interviewer

The writer has just returned from the fourth trip made on behalf of the Illinois Central to ascertain what the farmers are thinking and saying about the railways, especially about the Illinois Central. He spent two days among the farmers of Union County, Kentucky, with the result that the impression that the farmers' attitude towards the railways is changing—an impression which had been formed in other trips, into Iowa, Illinois and Mississippi—was materially strengthened.

The farmers' new attitude may be summed up very well in the words of W. B. Threlkeld, the owner of a 200-acre farm near Uniontown, in the Ohio River bottoms. Mr. Threlkeld said, in response to a question as to the attitude held by the farmers of Union County:

"The attitude of the railways towards the public is changing—you know that—and in the same way the attitude of the public towards the railways is changing. It used to be that when I went into a station the agent made me wait for half an hour before waiting on me, and was surly, with a 'public-be-damned' air about him. The railways' hands were turned against everybody else, and it was natural that everybody else should turn against the railways. But I can see the change very plainly. Employees are more courteous, and make us feel that the railways are attempting to serve us. And we farmers feel more generously inclined towards the railways."

This was followed by the information, volunteered by Mr. Threlkeld, that the farmers, especially those in this part of the country,

were in favor of the recent increases in freight rates.

"We realize that the railways have to live, the same as we farmers do. Rates have to be high enough to pay expenses, interest, taxes and a profit."

Mr. Threlkeld's interview was introduced with an almost hectic plea on behalf of the farmer. When the reporter announced that he had been sent by the Illinois Central to find out the farmers' opinions of service, with a view of giving the farmer patrons of the road a voice in a railway affairs, Mr. Threlkeld came back with:

"Well, it's the first time the farmers have ever been given a voice in anything except production. The country has been laying back and yelling at the farmers: 'Produce, produce, produce!' And all the while, everybody else has been trying to gouge the farmer. We get pretty tired of it."

But with that off his mind, Mr. Threlkeld went on with his explanation of the new relationship growing up between the farmers and the Illinois Central, and wound up by saying that he always had been fairly and generously treated by the railroad. He praised the courtesy and efficiency of the officials and employees of the Illinois Central in Union County, and as he had met them elsewhere.

Following the trip which the writer made into northwestern Iowa, in the first of this series of better-relationships-with-the-farmers interviews, he set forth in his report the belief that the local agent or trainman—particularly

the local representative of the railway at a particular point—is the most important link in the chain of better public relations, that with his co-operation success is assured, and that without his co-operation there is no chance for success. That belief has been strengthened from subsequent trips, and especially the latest one, in Union County, Kentucky.

The farmers of Union County were found to be uniformly friendly towards the Illinois Central, willing to co-operate in any measure for the improvement of service. That spirit is the result of two things, first, the constructive attitude which has been taken by the management of the Illinois Central in fostering a spirit of co-operation and courteous service, and, second, the loyal support which has been given this program by the local representatives of the Illinois Central in Union County. And the second factor is by no means less important.

It was quite typical to have a farmer speak highly of the Illinois Central and wind up with, "You know ———, our local agent. There's a splendid fellow. He means a lot to you people here, and to us, too. I never have asked him for a service without getting it. I always get cars for my shipments, when there are cars to be had." Or perhaps the farmer would wind up with, "You know ———, the conductor on the ——— train. He's one of the finest and most accommodating conductors I ever saw." The reporter stopped in Morganfield, Sturgis and Uniontown and in each place he heard frequent comment on the brand of courtesy and willingness to serve exhibited by the local agents at each town and their helpers, as well as a number of the conductors and other trainmen.

Union County lies along the Ohio River and boasts exceptional fertility of soil. Coal mining is the chief industry, next to agriculture. Because it is largely bottom land the drainage questions, as they involve the railroads, are among the most important factors in farm-railway relations. A number of the farmers who were talked with spoke of their drainage problems and most of them advocated the adoption of a policy on the part of the Illinois Central which will allow the owners of farms along the lines of railway to go ahead with their various plans for draining their farms. Some declared that the railway should permit farmers to lay tile across the right-of-way, or at least to permit the cutting of open ditches. One farmer professed to have a genuine grievance.

T. B. Young, Jr., of Morganfield, who owns 267 acres of farm land near town, related his experience. He told that he had made arrangements to drain a field adjoining the right-of-way into a lower field, work which necessitated ditching along the right-of-way. He said that he had obtained permission for the work and had begun, when an under-official of the division came along and stopped him.

For a week he sought permission from division officers to complete the work, and finally, late one afternoon, sent in an ultimatum demanding permission within a matter of hours. He got permission, but declared that "the worst was yet to come." The work completed, he was charged \$5, he said, for a blue-print of the work.

Another farmer gave as his grievance an experience with the demurrage regulations. Two cars of tile had been received by R. W. Young of Morganfield, one of the largest farm owners in Union County, during a rainstorm similar to the one which marked the reporter's stay in the county, a downpour during which all outside work was held up.

"I couldn't unload the tile," Mr. Young said, "and the cars laid over for two days. The rain turned to snow and sleet and it was still another day before it let up and my men could get in to unload. We unloaded the cars as promptly as we could, but the company charged me demurrage. A few days later we got in another car and the agent asked me, in a nice way, to unload that same day, without taking all my free time. I did. I could have held that car forty-eight hours, but I didn't. I don't think the company played fair with me in charging me that demurrage. I protested, but the agent said it was according to regulations and he had no option."

This interview was given in the presence of a number of other farmers, who thereupon gave it as their opinion that the railroad agent should be allowed a certain freedom in passing on cases coming up within his jurisdiction.

The reporter had a very interesting discussion of farmers' relations with the Executive Committee of the Union County Farm Bureau, which held a meeting on the first day of his visit. Following the committee meeting, the farmers gathered with the interviewer about the table and earnestly discussed transportation-farmer relations. They declared, without exception, that they had great faith in the Illinois Central, always had had pleasant dealings, found that their interests were well taken care of, and praised the service of local representatives. In the party, in addition to the reporter, were: A. R. Long, DeKoven, President of the Farm Bureau; E. H. Long, Sturgis; Phil Richards, Morganfield; J. H. Bingham, Henshaw; James Riddle, Sturgis; B. J. Mattingly, Waverly, and Louis Hancock, Dixon.

The president of the Farm Bureau discussed the drainage problems, as generally outlined above, and in addition suggested that right-of-way fences be of 39-inch material, instead of 26-inch, which, he said, would not turn hogs. He owns 1,338 acres, and the Illinois Central divides his farm for more than a mile.

Mr. Long of Sturgis, a cousin of the president of the Farm Bureau, has 230 acres of farmland in Union County. He offered as his contribution to the round-table discussion the following:

"I think the railroads are more imposed on than any corporation in the country. A neighbor of mine recently asked me to be a witness for him in a drainage suit against the railroad. I told him he had the wrong man, that I thought the railroad ought to sue him for damages, that he had been more benefitted than damaged. Some people seem to regard the railroads as something to be gouged. I don't."

Mr. Richards, an enterprising young farmer of near Morganfield, tiller of some 300 acres or more, declared that his relations with the Illinois Central always had been extremely pleasant. He spoke especially of an occasion on which he had requested a change in two railroad trestles on his farm which had obstructed surface drainage and caused bad overflows, declaring that the matter was remedied promptly and efficiently.

In the way of a suggestion, Mr. Richards offered the opinion that more conveniences should be arranged by the railroad at flag stations, but admitted that there are other matters requiring attention by the railroad of more immediate importance. He asked that his suggestion be filed away for future reference, anyway.

Mr. Bingham took as his topic the rate increases of last fall, declaring that the farmers generally believed that, under the circumstances, the rate increases were just. He said, however, that the farmers were hoping for a readjustment which will permit the lowering of rates. Mr. Bingham's farm is near Henshaw.

Mr. Mattingly, who has 120 acres in eastern Union County, near Waverly, declared that he warmly approved of the Illinois Central's plan of going out to the farmers and getting their viewpoints on railroad service. He added that he always had received the best of treatment from the Illinois Central and gave this as his recipe:

"I treat the railroad right, and I find that the railroad always treats me right."

Mr. Riddle, owner of a 170-acre farm near Sturgis, made his offering in the form of a declaration that he always had enjoyed the best of relations with the Illinois Central.

Mr. Hancock, a tobacco raiser near Dixon, in Webster County, who was in the party, offered kind words for the Illinois Central, speaking especially of the courtesy of a conductor whose good work had come to his attention.

The reporter's contribution to the discussion was in the form of a report on the plan which is being worked out in Champaign County, Illinois, for better relations between the railroad and the farmers, where the Executive Committee of the Champaign County Farm Bureau has arranged to have railroad officials come in and discuss transportation problems with them at their meetings. The Union Coun-

ty farmers said they would consider a similar plan.

H. D. Allen of Morganfield, who has 1,000 acres in Union County, spoke of rates on corn between Morganfield and Providence. He declared his belief that in Morganfield-Providence shipments, Morganfield should be considered as a competitive point and a rate on corn made which corresponds to the rate charged by another railroad, which makes a more direct haul.

W. T. Harris of Morganfield, a member of the Executive Committee of the Kentucky State Farm Bureau, discussed drainage questions.

B. L. Conway, of Morganfield, owns a 365-acre farm seven miles east of that place and in addition is a member of the firm of Conway & Mason, stock shippers. He discussed farm problems and the irritation which the farmers feel in seeing prices on their products decline without a corresponding drop in the prices of labor, clothing, food and other material.

Mr. Conway spoke highly of the courtesy and service given him. Although his firm ships three or four cars of livestock a week, he declared there never had been a time when he could not get cars, not always immediately, but in all cases without considerable delay.

H. L. Culley, of Sturgis, who has a 165-acre farm, is another stock shipper who was among those interviewed. He declared he could not understand why Morganfield shippers should enjoy a much lower rate on stock than Sturgis shippers, merely because Morganfield is a competitive point. He also discussed long hauls and short hauls, declaring his belief that the differences in rates were not great enough.

Mr. Culley reported the case of sending a mixed shipment of cattle and sheep to Evansville on which he was charged the rate for sheep—a higher rate than cattle—but charged the cattle minimum load—a higher minimum than on sheep.

J. J. Martin of Sturgis, owner of 250 acres, was another sympathizer with the railroads.

"Just as soon as a railroad reaches in to a certain point," Mr. Martin said, "the patrons at that point immediately begin trying to regulate and interfere, without considering what the railroad means to them." Mr. Martin added that his relations with the Illinois Central were pleasant, an expression that was echoed by George Davis of Sturgis, who owns a farm of 320 acres.

S. T. Elder of Uniontown, who owns a 600-acre farm, ships a large amount of seed corn. He explained that one time a shipment had laid over two days during the late corn-planting season because of the neglect of an agent, but said that with that exception his treatment always had been of the best, and that he enjoyed the most friendly relations with the railroad.

B. C. Davidson of Uniontown, who owns

three farms in that vicinity, spoke highly of Illinois Central employees and officials with whom he is acquainted.

S. A. Clements of Uniontown, member, of the Farm Bureau, declared that he had witnessed with pleasure the development of a spirit of co-operation between the railroads and the farmers, and spoke highly of the public relations work done by the Illinois Central.

G. P. Offutt of Morganfield, whose farm of 580 acres is near the non-agency station of Harding, suggested that a cattleguard at Harding station be moved, to allow for the spotting of two grain cars, to be loaded at once. He said the arrangement had been requested nu-

merous times and that officials interviewed had agreed that the arrangement should be made, but that there had been delays in getting it under way.

C. T. Newman of Morganfield also was interviewed and declared his friendship for the Illinois Central.

In one place above the name of H. L. Culley of Sturgis is given. Mr. Culley offered several remarks under the head of "criticisms" and wound up:

"Whatever else you say on my behalf, you put it down for me that we farmers are darned glad to see the railroads back under private control. They can't fool us; we know the difference."

PUBLIC

OPINION



THEY LOOK TO US

The work which the Illinois Central is doing in promoting better public relations was made the subject of an address by C. F. Carpenter of Chicago, an associate editor of Lumber, a publication of the lumber trade, before the LaSalle County Lumberman's Club at LaSalle, Ill., recently.

Mr. Carpenter was called upon for an address outlining steps which he believed should be taken by lumbermen in bringing the public into touch with their industry. There were about fifty lumbermen in attendance. Mr. Carpenter outlined the work which is being done by a number of the industrial organizations centering in Chicago, and used copies of the material prepared by the Illinois Central in demonstrating the work of this railroad.

The lumbermen were greatly interested, according to Mr. Carpenter's report.

A GRACEFUL COMPLIMENT

The railroads of the United States have been engaged in the extremely difficult process of readjustment and rehabilitation since the federal government turned the railroads

over to the private owners in a badly demoralized condition the first of last March. The difficult task of reorganizing the railroads, adding much needed equipment and giving the people the service they did not have under government control has been going steadily forward. This work is being performed in a conscientious and highly commendable manner. In this community we are particularly interested in the Illinois Central Railway, one of the best railroad lines in equipment and service in this state. The Illinois Central has a good many splendid towns and cities on its lines in Iowa. It can also truthfully be said that these towns are served by one of the best railway lines in the United States. The editor of The Mirror wishes to express his personal appreciation of the able and conscientious work being done by President C. H. Markham, of the Illinois Central, in reorganizing the road, adding to its equipment and giving the patrons of the road better service than they have had before. President Markham has done more to promote mutual understanding, co-operation and good will between railroad officials and the people whom they serve than any other railroad executive

with whose work we are familiar.—*Newell (Iowa) Mirror*, December 15, 1920.

The I. C. R. R.

The Illinois Central Railroad Company is doing its share, perhaps more than its share, toward rehabilitation and putting itself in condition to serve the public, and itself to the best advantage of all concerned. During the past few years the people have come to realize as never before what it means to have inadequate transportation facilities and now fully recognize that if business and commerce are to move along normally the railroads and all carriers must have fair treatment. This does not mean that they should have special privileges; or that they should have a free hand in fixing charges, but it does mean that the public is willing to permit fair returns upon the capital invested and the ability used in good management. Right at this time it may appear that the recent advances in freight and passenger rates were unjustified, but nothing has happened to reduce the cost of operation. Wages are just as high as ever, interest is higher and material has not been reduced in price. Public service corporations are in a class by themselves. The government undertakes to regulate and fixes a charge beyond which they may not go. Farmers and business men generally are allowed to make all they can legitimately, hence there is no limit to what they can charge for the things they have to sell, in time of peace, so long as they do not combine and conspire to demand unfair returns.

The public generally is glad to know that many of the roads are improving their facilities and that they will soon be in position to take care of all traffic offered, even during periods of the most intense activity. None of the roads are doing more than the Illinois Central.—*Webster City (Iowa) Freeman-Journal* December 18, 1920.

ON TOP OF THE JOB

When we delve into the question of American railroads, and American railroad service, and American railroad rates (both freight and passenger), and then compare them with the railroads of other countries, the service rendered in other countries and the rates charged in other countries, the question that naturally arises is this: Have we the proper appreciation of our railroads and all they mean to us?

The fact is that we have the best railroads in the world, the best railway service in the world and the cheapest railroad service in the world. These are blessings for which, it seems clear, we have not been duly appreciative.

It has been only a few months since radicals were talking about the railroads having broken down. As a matter of fact the rail-

roads have broken all records in the movement of tonnage, and they did this with a plant which railroad men say is insufficient and impaired, but which, under private control, is steadily becoming stronger.

The greatest achievement in the history of railroads of all times, and of all countries, was the manner in which the railroads of this country handled the vast tonnage thrown upon them as a result of the war and the war's aftermath. It is an achievement of which our railroad men may well feel proud.

Today, for the first time in five years, our railroads have not only caught up, but are actually out soliciting business. There are now no embargoes or restrictions of any kind on freight transportation. The railroads are able to handle expeditiously all business offered. In other words, they are on top of the job.

The lull in business, and railroad efficiency under private control, has brought this condition about.

In a few months there will be another business boom. It is known that the granaries of the country are bulging with grain; that the lumber yards are depleted and we are five years behind with our building program; that stocks of all kinds are low and must soon be replenished; and that there is a road-building program immediately ahead of us which is going to call for a great amount of railroad transportation. If all these activities start at the same time there will be another car shortage. These are matters which the shippers of the country should be turning over in their minds at the present time for the purpose of determining whether some of them, at least, would not be justified in shipping now to avoid the rush which is sure to come later.

The problem of the railroads is to take care of the maximum demand for transportation. With them it is either feast or famine. Ordinarily, shippers all want to ship about the same time. Shipping when plenty of transportation is available is not a matter with which shippers concern themselves. At least it has never been so, but in the light of experiences of the recent past it would seem that shippers should, as a matter of self-interest, commence to give some consideration to the question of making some of their shipments during the periods when the railroads are in position to give best attention to them.

In order to place themselves in position to take care of the maximum demand for transportation, the railroads must enlarge their facilities. Railroad men of vision have long been telling us this, but it has fallen upon deaf ears. We can appreciate it now. The railroads cannot solve their problems without the support of the public. The public should therefore study their problems to the end that there may be intelligent co-

operation and progress. The railroads need encouragement from the public instead of discouragement which resulted from the policy of pre-war times—a policy of determined opposition based largely upon ignorance.—*Chicago Journal of Commerce*, December 6, 1920.

AMERICAN RAILWAY FARES

President C. H. Markham, of the Illinois Central Railroad, has published a statement in which it is shown that railway fares in the United States are lower than the fares for similar service in Europe. In some instances the European fare is three times what it would cost to travel a like distance in the United States.

These figures will correct a common impression that increases in the fares charged on American railroads are unusual or out of proportion to advances elsewhere. They will dissipate, too, the fallacy that it is cheaper to travel in European countries than in America.

Neither in the nature of the accommodations nor in cost of transportation do European roads compare with those of the United States. Their equipment for the comfort of passengers is much inferior to that commonly employed in this country. In addition to charging higher fares, the European roads make a charge for carrying baggage and require the passenger to look after it. This, of course, means that tips to employes must be included in the cost of riding on European trains.

In view of the increased cost of operating roads in this country, rate advances the authorities have authorized must be regarded as conservative. Mr. Markham shows that aside from wage increases, increased cost of fuel and other expenses incident to operation, the cost of equipment in some instances has increased 225 per cent since the pre-war period. A passenger locomotive which in 1914 cost \$20,000, now costs \$65,000; the average passenger coach has increased in cost from \$12,400 in 1914, to \$30,300.—*Illinois State Journal*, Springfield, Ill., December 9, 1920.

RAILROADS, FARMERS AND THE PUBLIC

Our good friend, Kortright, up at Wayne, believes that unless some means is found to relieve the farm situation, Townleyism will become supreme in Nebraska. We are inclined to think otherwise. Our farmers must be aware of the situation in North Dakota, where the blessings of Townley's creed have been applied, and where twenty-three country banks have closed their doors, and more are threatened with suspension. The experiment has not worked out to produce the prosperity that was promised.

The way out has been pointed many

times. It is along the path of work, productive effort, a daily contribution by each of his best endeavor to the good of all. No amount of legislative enactment can change this. The law of diminishing returns, as well as that of supply and demand, still is operative. It was hard work and the resultant good crops that paid off the mortgages and redeemed Nebraska from the despondency of debt and hard times. The prosperity of the nation was restored on the same basis, which is finally the only process by which "good times" can be established and maintained.

Nor is it true that the ebullition of populism in Nebraska has any real lasting effect. From the beginning of our history such movements have arisen, swelled, declined, emanations of the healthy unrest that is essential to human progress. To ascribe to any one of them virtue other than dwells in the expression of discontent with things as they are, a protest against the doctrine of *laissez faire*, "let well enough alone," is to give it undue credit. Each has been of service, just as the experience of Russia with the soviets is useful in proving what can not be done, but the good that has come is because of the reaction of the one force against another.

It is not quite fair to compare the railroads with the farmers in their present predicament. As far back as 1872 the granger and "anti-monopoly" elements found vent for their activities chiefly in legislation to regulate and restrict the railroads. This course was extended and the bondage increased, until in 1916 the roads found themselves tied by all the rules that could be laid down by the Interstate Commerce Commission and forty-odd state commissions, sometimes acting in unison, more often independently, until the whole transportation industry was enveloped in a maze of orders, schedules, statutes and regulations, overlapping, contradictory, frequently burdensome and unjust, and ruinous in their effect.

Capital no longer sought investment in the railroads, because of the uncertainty that surrounded the operation of the industry. Then came the crisis. The Adamson law was passed, enormously increasing the expense without adding a penny to the revenue of the lines; this brought inevitable loss, and the so-called "breakdown" of the transportation industry. Then followed seizure by the government, with further increase in expense and no adequate increase in revenue, an experiment which cost the public at the rate of \$100,000,000 per month, taken directly from the treasury.

On March 1, of this year, the roads were turned back to their owners after twenty-six months of the most expensive experimentation the government ever engaged in. The chaotic condition of the systems,

the deterioration of the properties, the inability of the owners to secure operating capital imperatively needed for rehabilitation of the lines, justified the establishment of a revolving fund of \$300,000,000, to be loaned to the lines, but all of which must be returned to the treasury within ten years.

Without this assistance the condition of the country would have been sad indeed. As it was industry of all kinds suffered, and no element complained of inability to get service more persistently than did the farmers. The increase in freight and passenger rates was but a recognition of the need of increased revenue to enable the companies to meet conditions created by the government.

Other big manufacturers have not been given government assistance; on the contrary, they have been pursued by the government with profiteering inquiries, with suits for dissolution of illegal combinations, and in other ways. Restriction of credit has not fallen alone on the farmer, but has been felt by all. Deflation is a painful process, and everybody feels it, just as everybody felt the upward flight. Industrial institutions are shutting down or limiting their output, retail stores are cutting prices to move stocks, workmen are accepting reductions in pay, and all along the line may be noted earnest attempts to restore something like a stable relation between values and money. This is not helped in any way by talk of revolution if any particular class does not get all it wants or all it thinks it ought to have.—*Omaha (Neb.) Bee*, December 10, 1920.

THE COST OF TRAVEL

As a rule Americans pay more for the things that they buy than do Europeans. The income of the average individual over here is considerably higher than it is across the Atlantic and our standard of values is relatively greater. There is one notable exception, however, and curiously enough it is a thing Americans have been prone to regard as high-priced. Passenger transportation charges in this country are substantially lower than they are abroad, despite the recent increase in our passenger rates, and comparisons between passenger fares charged in the United States and rates paid by Europeans traveling similar distances reveal some interesting facts. For instance, from St. Louis to Chicago, on the Illinois Central, a distance of approximately 295 miles, the fare is \$11.24. The distance from London to Carlisle, Eng., is practically the same, but the fare on the English system is \$19.59. Going to the continent, one will pay \$25.68 for a ticket from Paris to Geneva, Switzerland, a distance of 375 miles, while the rate for a similar distance in America, from Chicago to Fort Dodge, Ia., is but

\$14.89. The fare from Paris to Venice, Italy, is \$61.39, more than double the rate from Chicago to Birmingham, Ala., a similar distance. Nor is foreign travel by an all-one-country route cheaper than it is between the cities of different countries. For example, the distance between Paris and Biarritz, France, is 507 miles and the railroad fare is \$32.60, while in the United States it costs but \$20.15 to go from Sioux City to Chicago, an even longer distance. Railway fares are still greater in central Europe, as the cost of travel between Paris and Prague, Czecho-Slovakia, illustrates. That trip costs \$93.13 for the distance of 786 miles while a journey of almost exactly the same mileage, from Louisville, Ky., to New Orleans, costs but \$30.11. And these discrepancies in cost of railway tickets are mild compared with the vastly higher cost of sleeping car accommodations abroad. Taking the Chicago-Fort Dodge illustration again, while the Pullman rate is but \$4.05, a berth in a sleeper from Paris to Geneva is \$14.63! And while we pay \$8.91 for sleeper accommodations from Louisville to New Orleans, the traveler from Paris to Prague pays \$24.96 for his berth. And it should be kept in mind that the service that goes with American travel is altogether different from the foreigner's idea of accommodations, where a palm is always displayed for a loose coin in payment for any mere courtesy. Also, the American custom of handling, free of charge, as much baggage as the ordinary passenger carries is unknown abroad, and baggage rates are much higher in Europe than in this country, a condition not to be ignored in comparing passenger fares in the various countries.

Americans who believe that travel is a luxury in this country have but to glance over comparative data to appreciate that it really is cheap in contrast with what other countries have to offer. And as for service, travelers on American trains are the only ones who really know what it is.—*Sioux Fall (S. D.) Press*, December 2, 1920.

CAR LOADINGS AGAIN INCREASE

Reports from Class One railroads throughout the United States received by the Car Service Division of the American Railway Association show that 872,162 cars were loaded with revenue freight during the week which ended on December 4, an increase of 74,489 over the previous week. This was 82,876 more than were loaded during the corresponding week in 1919, and 34,356 more than during the same week in 1918.

Gains compared with last week were shown in the number of cars loaded with grain and grain products, livestock, coke, forest products, coal, merchandise and miscellaneous freight, while decreases occurred only in the loading of ore.

COAL MOVEMENT BREAKS RECORDS

Preliminary estimates based on reports received from Class One railroads and compiled by the Car Service Division of the American Railway Association show that another new record for the year was made in the production and transportation of bituminous coal during the week which ended on December 11. Production was estimated at 12,850,000 tons, which is 93,000 tons more than were produced during the preceding week when a record was established.

It is estimated that, during the week, 233,568 cars were loaded with bituminous coal, which would be an increase of 3,340 over the preceding week when the railroads carried more coal than in any other week this year. It was also approximately 10,000 cars above the number loaded during the week of October 30 which, up to last week, marked the peak for 1920.

In October, the railroads for four consecutive weeks furnished transportation for the movement of a bituminous coal production that exceeded twelve million tons a week. A series of holidays in November resulted in a decrease in the output. During the first two weeks this month, however, the mines have been operated full time with the result that production has not only

gone above twelve million tons but has established new high marks for the year.

RECOMMENDS PAYMENT OF MONEY DUE ROADS

Legislation which will clarify the existing law and permit payment without delay of the money due the railroads under the guaranty provisions of the Transportation Act but withheld under a ruling rendered on October 7 by the Comptroller of the Treasury, was recommended by the Interstate Commerce Commission in its annual report just made public.

"The immediate payment" the report said, "to some of these carriers of the amounts or parts of the amounts which we can now determine to be certainly due them under the guaranty provisions of the transportation act, 1920, is vital to their meeting operating expenses, fixed charges, and other obligations which they must meet in order properly to serve the public as common carriers, and it is desirable that in case of deferred overcharge and loss and damage claims and other items which affect operating income and the final effect of which can not be definitely determined at this time, we be authorized to make a reasonable estimate of the net effect of such items and, when agreed to by the carriers, to use it in certifying the amount as final settlement of the guaranty."



Du Quoin, Ill.

"What City is Like Unto This City?"

By Della V. Beem

An authority once said: "No man ought to die without visiting America to see Niagara and Chicago"—and we might proudly add "Du Quoin, Ill., on the Illinois Central Railroad."

Du Quoin—spelled with a big capital "Q" if you please, is the most wealthy and populous city of Peru County. It received its name from the village of Old Du Quoin—the latter having been named for an Indian chieftain who spelled his name "Du C-o-i-g-n"—and who, if tradition be true, boasted that, contrary to his race, he had never spilled the blood of a Pale Face. He became converted and at his death was buried by the Catholic Mission of Kas-kaskia.

Rugged Pioneers

Jarrold Jackson, who collected toll was the first white man to settle in Du Quoin Precinct.

Hiram Root and Ephraim Skinner, of New York, located here in 1816. Mrs. Root scared a bear from her pig pen with a fire brand.

Other pioneers arrived and built on the site of Old Town. They lived in small cabins.

Wild game and honey were plentiful.

The county court records show that Daniel Dry was granted a license to open a general store, and also David Mead and Chester Keyes. Thomas Farrow was the first shoemaker. A seminary flourished in this one "loveliest village of the plain."

The Old Order Changeth Giving Place to the New

After the Illinois Central Railroad had been built and our present Du Quoin laid out, the business was moved to the new town. The stores were drawn by ox teams. The ell part of Dr. Carr's residence was once the store of the late G. M. Hinekley.

The city of Du Quoin had its origin with the construction of the Illinois Central Railroad through the county. It was laid out by the company through their agents, I. S. Metcalf and Chester A. Keyes. Part of the site was owned by the company and the



remainder by Keyes. The work of grading was completed in 1854.

The first buildings were erected by the railroad company, a freight and passenger depot and a boarding house for the laborers in the employ of the said company. At the time of the laying out of the town there were two log cabins within its limits.

The population increased, so that in 1857 an election was called to vote on question of incorporation. It was carried unanimously. The first trustees were: Benjamin Sprague, A. Y. McClure, G. S. Smith, Damon Thing, G. C. Ward. Sprague was elected chief magistrate. (It has long been incorporated under the general laws as a city.)

Schools were established at once.

The city has been prosperous from the

very beginning. It has progressed slowly, but steadily, on a solid financial basis.

Mining coal is the chief industry. The plants are situated along the tracks in the suburbs of the city.

Prior to the building of railroads, the town was thinly populated. Farming was the only occupation except a few mechanical trades and merchandising at the old town of Du Quoin.

The building of the railroad at that early day was the beginning of a new era in Illinois. All along the line sprang into existence thriving towns and villages. Du Quoin, "the Queen City of Southern Illinois," was one of the number. It has for its citizens men of industry, integrity and enterprise and after all what is a city but its people?

By R. A. Wheattey

This was a small village when I first saw it in the fall of 1857. A few score houses scattered over the prairie. The railroad had been in operation some three or four years. The tank that watered the engines was kept filled by one man working a pump and the fuel that fed the engine fires was sawed into proper lengths by a tread mill operated by a sturdy horse.

The town was platted by Messrs. Keyes and Metcalf. The latter was the civil engineer. It is to his credit that we have such wide streets and broad walks, and the lots in the original survey were of generous size.

Mr. Metcalf soon disposed of his interests to Mr. Keyes, who continued the previous liberal policies, donating lots to such organizations as were willing to erect churches and also the beautiful park to the city, which bears his name.

Some years ago a superintendent of the Illinois Central stopped and looking up Washington Street, said to me: "I have been in many towns and cities, but I don't think I ever saw a finer street than this."

Our city has been fortunate in its name. It does honor to a friendly Indian chief of the Tuscavovas tribe, but it is an asset in a business way for a town to have a name of its own. Shipments to Du Quoin reach their destination and are not misssent to some other place of a similar name in some other state.

Our city has never had a boom. Its growth has been a steady one. We have all the conveniences of a large city with none of its drawbacks; water works, sewage, electric lights, gas, telephones, paved

streets, the splendid system of transportation of the Illinois Central, north and south, east and west; a fine high school and good grade school, good churches, and places of amusement all combine to meet the needs and desires of our citizens.

Our business record is probably better than any other city of our size in the state. During all these years I only recall one small business failure. The indebtedness of this, afterward paid in full; one bank failure, largely liquidated; not many serious fires, and very few crimes. A laboring man of wide experience said to me that he was never in a place where the spirit of comradeship was more in evidence. You could scarcely pass one on your way to work without a cherry greeting.

The fraternal orders are largely represented. Several of these own their own halls. The post office building is complete and with its system of rural routes free deliveries, etc., fully meets the requirements of our citizens. I would here mention the fine Elk building just completed at a cost of about \$100,000. We have a fund of about \$240,000, the generous gift of a former citizen, Mrs. Browning, for the J. M. Browning Hospital, soon to be erected.

A glance at the sworn statements of our three banks tell as no words can their solid place in the world of finance, while they are ever ready to extend a helping hand to worthy industries, etc., they are conservative in the management of the funds entrusted to their care.

The Blakeslee Manufacturing Co. is one of our oldest industries. Mr. A. J. Blakeslee was an inventor of no mean ability, his jet



Boys' Home

Schools, Du Quoin Illinois.

High School



pumps are in use in all parts of the world. Pumps of other styles and makes, veneer machines, etc., are in general use.

The Du Quoin Bottling Co., besides its brands of soda and soft drinks, is one of the largest manufacturers of ice cream and dairy products in the state, heavy shipments being made daily to all southern Illinois points.

The Du Quoin Tribune is one of the oldest weekly papers published in the state. It has a remarkable clientele in that almost all of our citizens who have removed to other places are subscribers and eagerly look for its visits with its home news.

the Illinois Children's Home is located here and is proving a blessing to scores of little ones bereft of a parent's care.

St. Johns joins our city on the north and is a good sized suburb, formerly it was noted for its salt works, its large output of splendid quality was at times sold profitably as cheap as 90 cents per barrel. Some of these days a new Captain Halliday will revive this important industry.

When I worked for the Illinois Central Railroad the office force consisted of an agent, baggage man, who did all the chores, such as getting and delivering the mail to the post office, keeping up fires and he'ping load



The Du Quoin Evening Call is our daily. It has just installed an \$8,000 Goss press, which is evidence of its prosperity.

There is a fine spirit of co-operation among our business men. It finds expression in a chamber of commerce, which looks after the city's business interests.

No city in the state has a better health record. Typhoid fever is here only in few and scattered instances; never in epidemic form. As we increase street paving (now about ten miles in extent) and sewage, it will doubtless cease entirely. A branch of

freight, while I was cashier, bill clerk, freight handler, besides attending to the express in the mean time. Now there are scores of employes working harder than we did. Then there was one track and a short siding and a train of twenty-five, ten-ton cars was a notable event. Now there are trains a mile long of fifty-ton cars loaded to the limit, drawn by huge Moguls, and the yards consist of many miles of tracks, where great engines labor day and night in the work of placing cars for proper disposition and destination.



But this sketch would be incomplete without an account of the coal interests, our chief industry, and main source of our employment and prosperity. When I came here the St. Johns shops was in operation and the Tetley mine here in Du Quoin. This was a small affair and because of defective roofing was soon abandoned.

Now, in Du Quoin and vicinity the following mines are in operation, with the number of cars of fifty tons each daily production:

	Cars
Equitable Coal Co.....	47
Paradise Coal Co.....	40
Security Coal Co.....	45
Union Coal Co.....	45
Jewel Coal Co.....	15
Kanawha Coal Co.....	15
Scott Stripping Co.....	20
Sunfield Coal Co.....	23

The average thickness of the vein is from six to twelve feet. The strip mine is worthy of note, with a machine larger than any

used in the Panama Canal excavation. Twenty-five feet of dirt is removed; six square yards at a dip, while a smaller one lifts two tons of coal and places it in a car ready for shipment.

Quality of product is an important item in the coal business. Our coal enjoys an enviable reputation in this respect. Dealers handle it from New Orleans in the South to points in the far North and Northwest.

When a young man I was for a time superintendent of a mine near here, when I told the railroad officials I thought I could sell our coal in the Chicago market. If a reasonable rate was given me I was laughed to scorn. It goes there all right now.

I have joined the Old Men's Club. Du Quoin has as many of these as any town of our size. We meet and tell stories of the days when clouds of wild pigeons darkened the sky and study young oaks had their limbs broken by the hosts that roosted on them; when the sky was seldom free from the flocks of ducks, wild geese, brants, cranes, etc., going south in the late fall and



north again in the early spring; when deer made roads through the corn fields as they helped themselves to the farmer's grain; when wild turkeys and prairie chickens were much in evidence. Now we have a city Well, we have long claimed a population of 10,000. I understand that the census people did not quite give us that many. That means that there is room for more good citizens. Such will be welcome. Come and make your home with us. We will do you good.

It was Tom Moore I think that said:

This life ere since I began it
Has been a constant round of bliss
And until I find some luckier planet
I will be content with this.

This sentiment of the phisopher poet is largely mine also. I admit I seek a city "that hath foundations whose maker and builder is God," but while I wait for my transportation I am content to stay in good old Du Quoin with the friends who have made life's journey so pleasant.



Appointments and Promotions

The following commission, to be known as the Chicago Terminal Electrification Commission, Chicago Terminals, is hereby appointed to consider and report upon the electrification of the Chicago terminals of this company in accordance with requirements contained in the lake front ordinance of July 21, 1919:

A. S. Baldwin, vice-president, chairman.

D. J. Brumley, chief engineer, Chicago Terminal Improvement.

Bion J. Arnold, consulting engineer, Chicago.

George Gibbs, consulting engineer, New York.

Cary T. Hutchinson, consulting engineer, New York.

W. M. Vanderluis, engineer-secretary.

Effective December 1, 1920, Mr. H. G. Morgan is appointed signal engineer, with headquarters at Chicago, Ill., vice Mr. W. M. Vandersluis, promoted.



"The Section Foreman's Home."

A neat appearing, well kept home is usually indicative of the character of those occupying it, and so it is that an orderly, well kept section house and grounds, fairly indicates kind of maintenance of way work performed by the foreman.

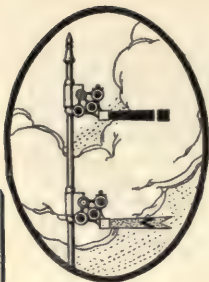
There is usually a reason for an illy kept, untidy, disorderly section house, and grounds, and if traced to the source will very likely be found to be based, either upon false economy in the maintenance of the property, or upon a false impression of responsibility on the part of the foreman and his family. The first cause tends to provide the foreman and his family with the general idea that the railroad company is not interested in keeping up this property, and they therefore may assume the position that "if the company does not care, why should we?" The other reason for such a condition is that many foremen, and their families, because they do not pay any money out of pocket as rental for their home, make no attempt to improve the general surrounding conditions, for the reason that all of the property belongs to the railroad company, which has much money and many men at its disposal and all that is necessary is to call on someone in authority and all work needed will be done.

To improperly maintain rented property is not economy, and for the renter to take the

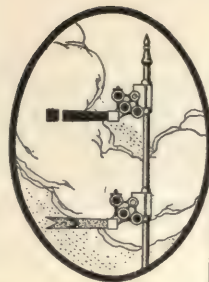
position that because he is renting the property he may abuse it is likewise improper. Happily we on the Illinois Central, having to do with the upkeep of the property and living in it, are fortunate to have a management that has become deeply interested, and is willing to co-operate in making the homes of the section foreman compare favorably in appearance and general condition with other homes in the neighborhood. This desire and expressed willingness of the management to do its part, however, cannot accomplish the whole purpose intended, unless the individual, and his family living in the home, use their efforts in keeping the property in presentable condition, and the grounds surrounding it cleaned up and tidy.

To have it said by patrons and officers, that section house property always presents a pleasing appearance is, I consider, by far the highest compliment that may be paid to the workers of a division. All of us should take advantage of this opportunity, and make the best possible showing, taking good care, as though we own them, of the section houses, the grounds, the fruit trees and shrubbery furnished by the railroad company and make of it all a real home, one we need not feel ashamed of at any time, nor in the presence of anyone, and endeavor to impress upon the public that we are in fact workers for the public good.





SAFETY FIRST



*Office of
Chairman, General Safety Committee*

The Old and the New Year

THE year 1920 has passed into history and has left a sad record on Safety, there being a large increase in personal injuries to employees over the preceding year.

Strenuous efforts were put forth to avoid this increase with little success. Yet, no one has been discouraged, and feel that renewed efforts in the new year 1921 will bring better results.

The many kind of accidents that could and should have been avoided show that more careless practices are being indulged in which will grow if not checked at once.

Think it over and with this new year resolve not only to avoid injury to yourself, but to do all in your power to prevent injury to others, and will do all you can to promote Safety.

“TO NOT RESOLVE
IS TO DISSOLVE”

Memphis, December 24, 1920.

ALL EMPLOYEES:

Be on the lookout for..... SAFETY
Eliminate all hazards of danger..... FIRST.

Carelessness has caused many accidents and much..... SUFFERING
Accidents produce more widows and orphans each year than..... HAS
Really ever been known.—Loss of life or limb is something which..... NEVER
Entirely can be compensated for. Carelessness also has..... RESULTED
Frequently in EMPLOYEES and OTHERS being injured..... FROM
Unnecessary causes and feel satisfied that our success..... BEING
Left to each EMPLOYEE, you will be..... CAREFUL.

Think SAFETY FIRST, WATCH YOUR STEP and..... IF
Our efforts are timely, all necessary..... PRECAUTION
Diligently followed and no chances..... TAKEN
Am sure that we will win and..... IN
Years to come, REMEMBER, BE CAREFUL, first, last, and all the..... TIME.

SAFETY FIRST

SAFETY LAST

SAFETY ALWAYS

IT CAN BE DONE

V. V. BOATNER
Superintendent.

Memphis, Tenn., December 22, 1920.

ALL EMPLOYEES:**S**atisfaction comes from doing things to the best of one's ability.**A** thing done right today means less trouble tomorrow—be careful.**F**ailure is not in our vocabulary—we are too busy thinking about success.**E**liminate carelessness and you have prevented injuries—think it over.**T**hinking safety plus acting safety plus preaching safety equals SAFETY.**Y**esterday is dead. Tomorrow may never come. Today is here—USE IT.**IT CAN BE DONE.**V. V. Boatner,
Superintendent.**A BULLETIN IN THE INTERESTS OF SAFETY ISSUED BY THE ROAD-
MASTER OF THE KENTUCKY DIVISION.****NOTICE—TO THOSE SEEKING EMPLOYMENT**

Unless you are willing to be careful to avoid injury to yourself and fellow workers—do not ask for employment here. **WE DO NOT WANT CARELESS EMPLOYEES.**

Illinois Central Railroad Company.
Office of Roadmaster

**WONDERFUL SHOWING IN FREEDOM FROM ACCIDENTS AT CENTRALIA,
ILL.**

During the month of November, 1920, there was not a single reportable personal injury on the Centralia Terminal. This is an excellent showing, and clearly indicates the co-operation of officers and employees of the various departments at that terminal.

The management is heartily appreciative of the showing.

Last Word In "Safety"

At a recent safety meeting when the Chairman was soliciting suggestions, a little, saw-off colored man, with a twinkle in his eye, arose in the rear of the hall and said:

"Mistuh Chairmun! Ah bleeves ah got a suggeschion to make. You all knows what de feelin' is when some ob de ficials come out on de road and takes us by surprise. Not so long er go, when some of us wuz standin' round at de depo, one of our tranes rolled in and we wuzzent doin' nuthin' at dat time but jes standin' round an' lookin' on, when someone yelled out, 'Good Gawd! Dar's de Superintendent! Well, Mistuh Chairmun, all's ah member is, dat I grabbed at sumptin', don't zackly member now what ah grabs, an' ah gets mighty busy. Ah thinks ah grabbed mah hat; but anyhow, Mistuh Chairmun, we all knows what a funny feelin' we all have when de ficials come down de road and we don't know it. Now sumbody's sure gwine to fall down and git hurt yit ef dis keep up. So, Mistuh Chairmun, heah's mah suggestion, dat frum now on, a Bulleatom be issued so we all kin tell when dese ficials gwine ter start out, and den we kin kinder be prepared for 'em. If dis ain't dun, den sumbody's sure gwine ter git hurt, and I sho doan wants hit ter be me."

Traffic Department

Our Customs Department

By Paul H. Wunder, Customs Clerk

Probably only a few readers of the Employees' Magazine know that such an office as that known as the customs department has a place in our organization, and is a necessary adjunct of our import business arriving at the port of New Orleans. The following description of the functions and duties of the customs department will be of interest to readers to whom the subject of foreign trade appeals.

The customs department is located with the other offices of the freight traffic department in the Pan-American Bank Building, New Orleans, and is under the supervision of the Foreign Freight Agent, and in direct charge of a customs clerk and assistant.

It is the duty of this department to take charge of all import shipments consigned in care of the Illinois Central Railroad or the Yazoo & Mississippi Valley Railroad, or when the bill of lading for freight consigned direct to importer, is endorsed over to the Illinois Central Railroad or the Yazoo & Mississippi Valley Railroad, and arrange for clearance through the custom house. In either case, such shipments must be intended for transportation over our lines, as no business for the port proper is handled by our customs department. A charge, ranging from \$1.50 to \$5.00 is assessed for making such clearance or entry. This charge is in addition to the inland freight.

In order to make proper entry through the Customs, a steamship bill of lading is necessary; also an invoice showing the true value of the goods, which must reach our customs office on or before arrival of the vessel. Where the total value of the merchandise is over \$100.00 the shipper must prepare his invoice on a special United States Government form and make declaration before the American consul that such values are correct for which service the consul levies a charge of \$2.50, and affixes a stamp for this amount to the document. Where value is less than \$100.00 no declaration before the consul is necessary, and shipper's invoice will suffice.

Most of the invoices are made out in the currency of the country in which the shipment originated. As the rate of exchange is constantly fluctuating, great care must be exercised in reducing such currency to American dollars in preparing entry, as fines are imposed by the government for any and all undervaluations.

Only forty-eight hours is allowed for the preparation of entries after the captain of the importing vessel has surrendered his documents at the custom house. This procedure is called "entering" and is considered the actual date of arrival. It often happens that the importer does not receive either bill of lading or invoice from abroad in time to have these papers reach our customs office before the expiration of this free time. It then becomes necessary, in order to prevent a shipment from being sent to a bonded warehouse by the government authorities as unclaimed, to file bonds for the production of the necessary papers. When the bill of lading is missing, an indemnity bond for double the value of the merchandise is given the collector of customs, and must be cancelled within two months from date by the production of the missing document; otherwise it remains in full force and effect. The same rule applies for the invoice, except that six months' time is allowed for its cancellation. An additional forty-eight hours' time will be permitted by the collector of customs by filing a retention order, if proof can be produced that the entry and documents will be presented within that time.

Entry must be made of all importations, whether free or dutiable, and regardless of their values, and must be made on prescribed forms, signed and declared to. They must show the names of the importing vessel, the port or place of departure, and the date of arrival; the place, date and consular number of the certified invoice; the marks, numbers, and the number of packages, or the quantity and kinds of merchandise, described in terms of the tariff act; also the rates of duty, the separate value of each rate and the total value of the merchandise.

There are many and various forms of entries, the most frequently used by this department being: consumption, warehouse, immediate transportation (in bond without appraisement), and transportation and exportation.

A consumption entry is made where importers desire immediate release from customs custody, and duty, if any, must be paid at New Orleans. It is made out in triplicate together with permit, and these along with bill of lading and invoice, (or bond where either are missing) is presented to the entrance clerk at the custom house, war tax

stamps having been attached to original copy, where it is compared with lading and invoice and figures checked. It then passes, in order, to the bond clerk, where bonds are charged against the Illinois Central Railroad, then to register clerk, who numbers the entry, and finally to the cashier, where duty, if any, is paid. No actual money is handled through this department, duty being paid on receipt of form from us showing the amount, by the cashier of the local office. The cashier of customs returns the permit to us and after it has been signed by the deputy collector, deputy naval officer, and surveyor, it is sent to the customs inspector at the wharf, and is his authority to deliver the property to us. Shipments cleared under this form of entry are forwarded as domestic merchandise.

A warehouse entry is used where the importer desires to place merchandise in a bonded warehouse, at his risk and expense, for a period not to exceed three years from date of importation, without payment of duty thereon. The dutiable value and quantity of each package of merchandise must be shown on entry, also name of warehouse where merchandise is to be deposited. It is prepared in a manner similar to a consumption entry, and after having passed through regular channels at the custom house, permit is delivered the inspector who has the shipment transported to warehouse. Withdrawals are made, on instructions of importers, in quantities desired by them, and duty paid on the amount withdrawn.

Immediate transportation entry can only be made where the shipment is destined to a point in the interior where a custom house is located, and when it is the wish of the importer to clear the shipment, or pay the duty at such point of destination. Several importers have made requests to handle their shipments in this manner to swell the receipts of their local custom house. Five copies of entry are required when destined to a point at which a naval officer of customs is located, and four to all others. After being prepared and passed and permit has been delivered to the inspector, his duty is to check the shipment into cars, sealing the cars with government seals, these seals not to be broken by any other than a government employe, under the penalty of a \$5,000 fine. The Illinois Central is responsible for the duty until the merchandise is properly delivered to customs authorities at destination, under our government bond for \$50,000 on file with the treasury department at Washington. This entry can be made on copy of the bill of lading, the original being necessary for entry purposes at destination.

Transportation and exportation entry is used for shipments destined to Canada—no duty being paid in the United States on the merchandise, although it passes through the country "in bond" similar to an immediate

transportation entry. Five copies are used in the preparation and name of consignee at frontier point must be shown, whose duty is to report the arrival to proper government authorities, in order that passing record at the border may be made.

All shipments are forwarded by the local agent on instructions from this office on form showing name of vessel, consignee, destination, marks and numbers, and number and description of packages, and all charges to be collected, duties, war tax, etc.

On advice that a vessel is about to arrive with a shipment of fruit on board, a guess entry is filed, which must show the number of package and approximate value, under oath. The law requires a deposit of double the amount of the duties as a guarantee that proper documents will be produced, entry made and correct duties paid. This form is used in order to handle perishables with all possible dispatch, delivery being taken as soon as discharged from vessel, which often takes place at night. As soon as entry is made, and duties paid, refund of the first deposit is made by the government.

A special form of application was drawn up by this department some years ago for handling cargoes of sisal, mahogany logs, etc., which commodities are free of duty. This application to the collector, which is granted on request, is that permission be given to load merchandise direct into cars as soon as discharged, prior to the receipt of permit by the customs inspector. Cars must, however, be held in our yards under his supervision until this permit is delivered. In this manner, congestion on our wharves is relieved.

Prior to the European War, our import business grew to large proportions, and during August, 1913, a record was made in passing seventy-three entries through the custom house in one day. During the war, and more especially after America's entrance in the war, imports began to drop off considerably as Europe was then importing and not exporting. Since the roads have gone back to private control, and the return of our European Traffic Manager to London, by his solicitations, business has been on the increase. Several new steamship lines have recently established direct service from points where formerly trans-shipment was necessary, and the difference in time consumed, should offer strong inducement to importers to favor the port of New Orleans by requesting the shippers abroad to route their shipments via New Orleans and our lines.

Thus it will be seen that the customs department is an important cog in the rather intricate process of clearing importations through the custom house, greatly facilitating the handling of the business for the importers as well as for our line.

Illinois Central Reviews Transportation Conditions of 1920

The railways of the United States have just emerged from a year of unprecedented difficulties. With a transportation plant unequal to the demands placed upon it, they made a record of which railway men are justly proud, and in which forward-looking citizens generally may well feel a pride.

Commercial requirements were the greatest in history. Because of a strike at the coal mines in November and December, 1919, at the beginning of 1920 the country was 45,000,000 tons short of its normal supply of coal. Other commodities in great quantities also awaited shipment. A flood of traffic was turned upon the railways.

The railways had suffered from the war. New equipment had not been purchased in sufficient quantities. Old equipment had not been adequately maintained. Cars had been scattered broadcast over the country. The building of yards and sidings and new mileage had been interrupted. Adequate rates had not been assured. Wages, material costs and taxes had mounted to new levels. A switchmen's strike, tying up terminal freight movement, occurred in April and made its lingering effects felt throughout the early summer.

Facing the great demands for transportation, with many obstacles against them, the railways accomplished a task that seems almost miraculous. The danger of a coal famine was averted. Necessary traffic was moved. A steadily increasing record of efficiency was built up, week by week and month by month, exceeding all previous records of railway history. The peak of the car shortage was passed early in September. Late in November a car surplus actually existed. The supply of transportation now exceeds the demand for the first time in five years.

Many predict a business revival early in 1921, an optimism that seems altogether justified. If the predicted business revival materializes, it will make a heavy demand upon the railways. We believe the railways will be able to move a larger business than they moved during the record-breaking past year. New equipment will be in service and old equipment will be in better condition. Railway workers are developing the old spirit of loyalty and efficiency, conceived upon a new foundation of public service. More adequate rates have been granted. The public is taking a more intelligent interest in railway affairs. Lessons in co-operation have been learned.

It is well, however, for those who will make heavy demands upon traffic during the year to anticipate those demands as early as possible, now that the railways are in a position to handle all traffic offered them. Material which can be transported now in anticipation of later demands should be transported, in order to distribute the traffic burden more evenly.

We of the Illinois Central System are proud to have shared in the 1920 record of the railways of the country. Our best efforts will now be put forth in helping to make the record of the railways for 1921 even more creditable than was the record of 1920.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central Railroad Company.

Christmas Greetings



Chicago, December 25, 1920.

ALL OFFICERS AND EMPLOYES:

Your loyal and efficient service and whole-hearted support throughout the year now drawing to a close enabled the Illinois Central System to maintain a very high position in the front rank of the great railway systems of the country. On behalf of the Board of Directors and myself, I wish to express sincere appreciation of your services and support, and the heartiest of best wishes for your happiness at the Christmas Season.

Sincerely yours,

C. H. MARKHAM.



Chicago, December 24, 1920.

ALL OFFICERS AND EMPLOYES:

I wish for each of you and your families a Merry Christmas and a Happy New Year.

L. W. BALDWIN.



Chicago, December 24, 1920.

OFFICERS AND EMPLOYES:

I wish to extend to all officers, employes and their families my best wishes for a Merry Christmas and a Happy and Prosperous New Year. I also desire to express my full appreciation for the loyal support and efficient service rendered by all during the past year.

A. E. CLIFT.

Purchasing & Supply Department

Picking Up, Assembling and Handling Scrap Material

By J. D. Marley, Assistant Division Storekeeper, Paducah, Ky.

The term "Scrap" is usually applied to material which has become detached from equipment or facilities of the railroads, but in a great many instances the term is a misnomer, as very much of this "Scrap" is serviceable and can be again used if picked up and forwarded to the proper place on the railroad; and that portion which is not serviceable, but is in reality scrap, has a market value and can be sold to advantage, if picked up and sent to nearest scrap dock, where it can be assorted according to scrap classification.

For the railroad to realize a fair return on its sale of scrap material, it is very necessary for it to be handled economically from start to finish and it will be the purpose of this article to point out some of the ways by which this material can be picked up from along right-of-way and loaded in an economical manner, so that when it arrives at the scrap dock it may be handled with as little further expense as possible, for reclamation or sale.

A large percentage of the scrap or released material is picked up by section forces and assembled at scrap bins located near tool-houses and there held until scrap trains run over the division. The section forces are therefore in a position to effect larger savings in the handling of scrap, than the employees in other departments, but all employees in the operating department can contribute greatly in this work, by closely scrutinizing scrap piles, picking out serviceable material which they use in their daily duties and by making it a practice to pick up and deposit in boxes provided, small items, such as spikes, bolts, nuts, washers, nails, cotter-keys, nut-locks, lag-screws and numerous other small items made of metal which have a scrap value, even though they may not be fit to be used again.

Suitable boxes for this purpose have been provided in shop, yards and other locations where employees can readily reach them. When boxes become filled they are emptied by section men and the scrap carried to the regular scrap bins.

If every employe would pick up these small articles and throw in the scrap boxes,

a great deal of material would be recovered that might be buried and lost entirely.

The section forces can contribute to a large saving in money for the railroads by separating the serviceable material from that which is actually worn out or broken and not permitting this serviceable material to get mixed in with the scrap at any time after it has been picked up by them. Such material as is usable or which they think can be repaired should not be thrown in scrap bins, but should be stored separately and loaded separately when scrap train is operated.

The shopmen can likewise contribute to a saving in rehandling material at scrap docks, by closely watching scrap accumulations at their shops and keeping the material which is fit for further use out of the scrap pile.

A great deal has been written in recent years about reclamation of material, but a visit to any large scrap dock will convince you that if every employe of the railroads would do his full duty in the handling of materials for his work, that a large percentage of the material credited as "reclaimed" would never reach the scrap dock at all, but would be used at the point originally loaded in scrap cars and all the expense incidental to recovering (not reclaiming) such material would be saved.

In the loading of scrap there is a large opportunity to effect economy by simply bearing in mind that when the scrap is picked up by section or shop men and finally loaded on scrap cars by them, that the contents of these cars will have to be rehandled at the scrap dock and the cost of rehandling can be greatly reduced if the first loading is done intelligently; and the first requirement is that the cars selected for loading scrap should be thoroughly cleaned and weighed light before loading is commenced. If possible the cars should be restenciled so that the correct light weight will be shown, but where this cannot be done, report should immediately be made to consignee showing the car number and initial, new light weight and point at which car was weighed.

Where scrap is loaded on cars operated

in pick-up trains, cars which have been cleaned and weighed light, should be loaded as follows:

1 car with scrap rail 5 ft. long and over and only straight rails. (Rails suitable for relaying should not be loaded.)

1 car with crooked scrap rail of all lengths.

1 car with frogs, switch-points, switch-stands and short pieces of scrap rail under 5-ft. long.

1 car with miscellaneous roadway scrap such as angle bars, spikes, bolts, rail anchors, rail braces, tie plates, etc.

1 car with surplus serviceable roadway material.

1 car with all material from engines, cars and other equipment.

It is difficult for anyone not familiar with the sorting of scrap received from line of

road to realize just how much can be saved if the scrap is loaded systematically and useable material is not thrown in cars with the scrap material, and while it might not be possible to get this done thoroughly, every effort put forth by the section men and others to do it, will materially aid in disposing of the scrap at the scrap dock with less expense in handling and less delay to cars in which received.

Finally bear in mind that every article made of rubber, leather, cloth, rope or metal of any kind has a value, even though it is worn out and has served the purpose for which manufactured, and that the railroad company can realize money for it, providing it is placed in the proper channel to reach the market, via the scrap dock, and every employe in the operating department can contribute to that end.

"Things We Should or Should Not Do"

Just because you happen to be "in the clear" it does not always follow that you have done all that is required of you. The fellow who is always explaining why he didn't do something is using up a lot of time that might be spent doing something.

Time to roll up your sleeves and reduce stock on hand. Get full value out of every item used and buy only what is actually required. This saving may start anywhere from the man who spills his oil when filling a switch lamp to the man who buys an engine, and there is no limit to the results which might be obtained.

We are in a new year now; let's try to make it the best one we ever had.

If every man on this railroad would lay off five minutes one day, it would require one

man working eight hours per day a year and a half to make up the time lost.

Don't burn those lights when you don't need them; they cost money.

Don't waste stationery; every time you tear a blank off a pad and destroy it you lose one per cent of the pad.

Save envelopes. They can often be used several times around the plant.

Don't use regular forms for scratch paper when there are plenty of obsolete forms cut up for that purpose.

When you ship an article, be sure to see that the tags are securely applied. A great deal of the accumulation of over and short freight is due to neglect of this feature.

Goodbye; will see you in the February issue.

Albert C. Mann

STENOGRAPHER, 1900.

President Markham announces that effective December 10, Mr. Albert C. Mann has been elected vice-president in charge of purchases and supplies of the Illinois Central Railroad Co.

Mr. Mann entered the service of the Illinois Central Railroad Co. as stenographer in 1900, and through various promotions, one of which made him purchasing agent of the Central of Georgia Railroad Co., reached the rank of purchasing agent of the Illinois Central Railroad Co. in 1913.

When the railroads of the country (during the world war) were taken over by the Government, Mr. Mann served on the Purchasing Committee under Mr. Markham, who was regional director at Atlanta, Ga.

Later he was elected vice-president of the International Steel Corporation, with headquarters at New York, which office he held at the time of his recent election to the vice-presidency of this company.

The many friends of Mr. Mann are pleased with his steady climb to the top of the ladder, and particularly glad that his last promotion returns him to the Illinois Central roster.

VICE-PRESIDENT, 1920.

Santa Claus Borrows Illinois Central Train to Visit Invalid Girl

For six years a white hand has been waved from a window at the Illinois Central trains as they whizz past LaCleda, on the Illinois Division. As the trains rumble by in the night a lighted match, waved back and forth across the window often takes the place of the waving hand.

For some time the trainmen, who have come to watch eagerly for the waving hand or light, knew nothing of the person who sent them the message of good cheer. The eager flutter was always answered. As time went on, curiosity overcame the trainmen, and they undertook an investigation which resulted in Santa Claus' remarkable visit to the signalier the afternoon of December 24.

Passenger Train No. 1, south bound, came to a rumbling non-schedule stop, and a delegation of trainmen alighted, unloaded a multitude of presents and formed a procession to the house from which the signals had come. They carried a wheel-chair, a woolly bathrobe, a gay-colored Indian blanket, a pair of house slippers and a purse filled with cash—together with a notebook filled with the names of the 192 employes of the Illinois Division who had contributed to the Christmas fund.

Miss Elsie May Hogan, the invalid foster daughter of Mr. and Mrs. John Sprouse, was made happy. And now she waves at the passing trainmen from the depths of her wheel-chair. She was not the only happy person. One hundred ninety-two contributors started out to make Christmas merry for the invalid girl, and discovered that the giving brought them their full share of happiness, too.

Miss Hogar. is twenty-one years old. The story of her life on the Illinois Division begins nineteen and one-half years ago, when Mr. Sprouse, who then lived on a farm near LaCleda, woke one morning to see smoke issuing from a log cabin on the farm. Investigating, he found a young couple in destitute circumstances, with an eighteen months' old baby. Mr. Sprouse invited the family to his home and persuaded the parents to leave their little girl with him and his wife.

When the girl was in the eighth grade at school she was taken with an illness which invalidated her. This was six years ago. Since then she has lain on a cot by a window, sending her message of good cheer to passers-by. The farm house where the Sprouses lived was just east of the railroad right of way. A year ago they left the farm, moving to the town of LaCleda, but their foster daughter kept up her romance.

But the story did not end there. Not only

were Miss Hogan and her foster parents made happy, and the trainmen of the Illinois Division rejoicing at the Merry Christmas they had made possible for the invalid girl, but a reporter for the *Champaign News-Gazette* heard the story and got busy. On Christmas Eve the story of that Christmas romance appeared on the first page of the *Champaign* newspaper and the following morning was in the *Chicago Tribune*. Among the other newspapers which published stories of the affair were the *New York Times*, the *St. Louis Globe-Democrat*, the *Sioux City Journal*, the *Decatur Review*, the *Los Angeles Times*, and the *Omaha Bee*.

Permission to stop the trains was secured from the officials of the operating department, who readily entered into the plans made by the divisional employes.

A few days later an Illinois Central photographer visited Effingham and made a picture of the happy young lady for the *Illinois Central Magazine*.

The Foster Father's Story

The following account of the Christmas incident and the conditions leading up to it was prepared by R. S. Sprouse, the foster father of the invalid girl:

"During the winter of 1901-1902, a man and a woman giving their name as Hogan, came through this neighborhood traveling on foot and stopped in a deserted log cabin. They had with them a little girl, apparently eighteen months old, whom they trundled in a small cart. This old cabin was near the farm house of R. S. Sprouse, and these people came asking for food for themselves and the child, which was given, and Mr. Sprouse and his wife took pity on the little one and offered to take her and bring her up as their own child.

"Her parents gladly gave her over and left without a tear or word of farewell and have never been heard of since. The baby's name was given as Elsie May Hogan and she grew up as one of the family, attending the public school at LaCleda until about the age of sixteen, when she became afflicted with a disease from which she could get no relief and three years ago she took to her bed. In the fall of 1919 on account of the infirmities of age, Mr. Sprouse sold his farm and moved to the village very near the Illinois Central Railroad tracks. Here from her window the girl would watch the trains as they passed by and the trainmen came to notice her there and would



give her a friendly wave, once in awhile dropping her a book or a magazine and occasionally a box of fruit or candy, all of which was greatly appreciated by her.

A Health Fund for the Invalid

"The climax of all these acts of kindness came the day before Christmas when No. 1 stopped, which of itself is an event to LaCleda, and a delegation of trainmen with their good wives and daughters and other interested ladies got off and proceeded to the girl's home bearing an invalid's chair of the best pattern, a magnificent Navajo blanket and robe and many other useful presents, among which was a memorial with the names of the railway men who donated to buy her the gifts. And, further, the committee announced that there is a fund being raised to secure the services of the best practitioner that can be engaged to restore her to health. This unparalleled act of good fellowship completely overwhelmed

the foster parents of the girl and no words can express their gratitude and as to Elsie, she has discarded her bed for the first time in three years and has declared herself a ward of the Illinois Central Railroad boys. The writer of this article has maintained railroad men to be the freest-hearted class of men there is, yet this kind deed has so greatly surpassed everything of the kind 'in Egypt' that he feels a public acknowledgment at least is due all concerned.

"Not only the parties benefited are grateful, but the entire community is touched and feel drawn into a closer interest with the good old Illinois Central Railroad Company. The good people who originated and are 'carrying on' this noble act will have only the remembrance of a good work well done to repay them, but the love of a lonely girl, who possibly may be made well, and the gratitude of her two old foster parents will survive long after their benefactors have probably forgotten it."

Illinois Central Special Agent Wins \$50.00 With His Christmas Smile

Discourtesy was hard to find by The Chicago Tribune's seeker after politeness on Christmas Day, and therefore the bestowal of the \$50 prize on Special Agent George McCowan of the Illinois Central was an unusual honor.

All who live within Chicago and its environs, doubtless are aware of the campaign for politeness carried on by the "World's Greatest Newspaper." Each day a reporter sallies forth from the editorial domains of 'the World's Greatest' in search of courtesy, as exhibited in the every-day transactions of life. He scours the city, rubbing elbows with pedestrians, salesmen, policemen, shoppers, passengers and the other busy folk of the city. Some he intentionally offends. Others he encounters as his fellows encounter them. Many he simply watches. Along the way he makes jottings of his findings, and at the end of the day he casts them up, balances accounts and awards a prize of \$50 to the person whom he finds to have exhibited the most superior brand of courtesy.

The reporter encountered a general spirit of consideration for the other fellow when he made his Christmas Day rounds, and so it happened that when he reached the Illinois Central something more outstanding than usual was necessary to win the day's premium. Special Agent McCowan had that something.

The following is the manner in which

the politeness seeker recounted his experiences with the Illinois Central, as the yarn was published in The Chicago Tribune the morning of December 26th, together with Special Agent McCowan's picture:

"Jump off and walk back," growled the conductor on the I. C. suburban train.

"The politeness reporter's feet hit the right of way with a thump, and he pattered up the track to the Park Row station. A moment before the ticket seller had awakened him from an apparent snooze, discovered his ticket read to Twelfth Street, and said—in a tone which implied the error had been a personal insult, 'You've passed it.'

"So is it that the politeness seeker met George McGowan, special agent for the railroad. After eating in the station restaurant the reporter had suddenly dashed up the stairs again in great perturbation.

"Have you seen a black grip around here?" he demanded of the cashier. His train was about to leave. He seemed almost frantic.

"No. Are you sure you had it up here?" she asked, coming from be-

hind the cash register. Looking down into the large waiting room, she noted Mr. McCowan's derby hat.

"Now, I tell you what to do," the cashier went on. "Tell that man you have lost your grip and he'll help you find it."

"The reporter did.

"Say, that's a shame," spoke Mr. McCowan, genuinely disturbed. He followed the politeness seeker to the spot where he had been sitting.

"I'm afraid some crook has got it," he mourned. "If you'd told me you were going upstairs to eat I'd have watched it for you. I tell you—"



(Photo by the Tribune).....
SPECIAL AGENT GEORGE McCOWAN

"The derby wearer went on to map out a campaign for recovering the mythical grip. Its absence seemed to hurt him more than it did the owner. So sympathetic was the railroad man that it was almost a pleasure to lose it.

"The reporter started for the lost and found department.

"Where were you traveling to?" inquired Mr. McCowan, running after him.

"Rockford."

"Your train leaves at 2 o'clock. You've

got an hour, and there's just a chance we'll be able to find it in time. I'm awfully sorry you lost it."

"Mr. McCowan didn't have to do much to win The Tribune's \$50 courtesy prize. Just a bit of genuine, right-from-the-heart politeness—that was all.

"I've been trying to treat people right for so many years, I guess it's part of me," he said later. "It's just as easy to be polite as otherwise, you know, and it's much more satisfactory all around."

William B. Nusz, Lineman, Cecilia, Ky.

A typical Kentuckian of rugged honesty and efficiency—and one of those humble ones who has struggled upward with nothing but a stern will and a consciousness of right to uphold them.

Born in Shepherdsville, Ky., January 24, 1846; started his telegraph work in 1869 as lineman, stringing the first wires from Louisville to Bowling Green; foreman, constructing telegraph line on the Louisville Southern and strung the first wires on C. O. & S. W. R. R., now Kentucky Division of the Illinois Central, Louisville to Paducah, and has been in continuous service on that division since 1883. Transferred to Postal Telegraph Co. when lines were leased to that company until a recent arrangement made between the railroad and telegraph company when these men were taken over by the railroad as joint employees.

Notwithstanding his age, he maintains his line as well as the younger men. The men on adjoining divisions help out (Grandpa as they call him) whenever they can. His experience along the line during all these years would fill a book. He has removed many obstructions found on the track; one case in particular, in July, 1915, when he noticed a spike had been driven between the rails—a fast passenger train was approaching, and being unable to remove the spike, he ran down the track and flagged the train preventing a serious accident. A large sum of money was collected by the officials who were on the train, but Mr. Nusz declined to accept it, saying he was only doing his duty.

Of his family, he has three sons living—Dr. H. R. Nusz, of Cecilia; John H., train dispatcher, Southern Pacific, El Paso, Tex., and Roy, conductor, Southern Railway, Danville, Ky.

Mr. Nusz is one of the boys of the Kentucky Division Order of Railway Telegraphers and an active member of the Baptist Church of Cecilia.



WILLIAM B. NUSZ, LINEMAN,
CECILIA, KY.

FROM THE LAW DEPARTMENT



1. *Automobile driver whose view was obstructed held negligent in not stopping to listen.*—A driver who approached a crossing where the view was obstructed, without stopping his car to listen, and was struck by a train whose approach he did not hear, though its rumbling was heard by numerous witnesses at greater distances, was contributorily negligent as a matter of law. The Court of Appeals, Eighth Circuit, discusses the authorities and concludes (p. 969): "The increasing use of the automobile upon our public highways, and the constantly recurring accounts of deplorable accidents resulting from collisions of automobiles with railroad trains upon public crossings, convince us that the rule of law announced in the foregoing cases is reasonable, and one which should not be departed from or relaxed."—*Chicago Great Western R. Co. v. Biwer*, 266 Fed. Rep. 965.

2. *Automobile driver's negligence.*—The evidence showed that plaintiff's intestate, in attempting to drive his automobile over a railroad crossing, was struck by a train running at a speed of about 35 miles an hour, that after he reached a point in the road 58 feet from the railroad track he had an unobstructed view of the track for a distance of 1,320 feet in the direction from which the train was approaching, that the collision took place in the afternoon of a clear day, that there was a slight upward grade in the road and its surface was sandy, and that there was nothing to distract the attention of the deceased from the oncoming train. Held that, as a matter of law, he was guilty of contributory negligence.—*Anderson v. Great Northern Ry. Co.*, 179 N. W. (Minn.), 687.

3. *Res ipsa loquitur doctrine.*—That an employee engaged in interstate commerce met accidental death by stepping on a chunk of coal upon the steps leading up to a locomotive cab is not prima facie proof of the employer's negligence under the doctrine of *res ipsa loquitur*.—*Reeves v. C. St. P. M. & O. Ry. Co.*, 179 N. W. (Minn.), 689.

4. *Minnesota statute of limitations for injuries elsewhere occurring.*—A Minnesota statute, in force since 1858, provides that when a cause of action has arisen outside of the state and, by the laws of the place where it arose, an action thereon is there barred by lapse of time, no such action shall be maintained in the state unless the plaintiff be a

citizen thereof who has owned the cause of action ever since it accrued. Held constitutional as applied to an action in Minnesota by a citizen of South Dakota against a Canadian corporation for personal injuries sustained by the plaintiff in Canada, the Canadian limitation in such cases being one year, whereas the time allowed in Minnesota, apart from the above provisions, is six years, 255 Fed. Rep., 937, reversed.—*Canadian Northern Ry. Co. v. Eggen*, 252, U. S., 553.

5. *Safety Appliance.*—Section 4 of the Safety Appliance Act of 1893, "in requiring grab irons or handholds in the ends and sides of each car" should be interpreted and applied in view of practical railroad operations, and does not mean that the handholds on the sides shall be supplied at all four corners, but is satisfied if they are placed at corners diagonally opposite.—*Boehmer v. Pennsylvania R. R.*, 252 U. S., 496.

6. *Adamson law as applied to insolvent roads.*—Nothing in the provisions of the Adamson Act of September 3, 5, 1916, fixing a permanent eight-hour standard working day for employees engaged in the operation of trains upon interstate railway carriers, and temporarily regulating the wages of such employees, forbids the operation of an insolvent road under an agreement between receiver and employees for a lesser wage, which agreement the employees desire to keep.—*Ft. Smith & W. R. Co. v. Mills*, 64 L. Ed., 630.

7. *Discrimination by state in re income tax from foreign corporations.*—The exemption of domestic corporations doing business outside the state, but none within the state, except the holding of stockholders' meetings, from the payment of any income tax, while domestic corporations doing business both within and without the state are required to pay a tax on income derived from their business transacted outside the state as well as upon the income derived from that done within the state, which is the result of Virginia Laws, 1916, chap. 472, read in connection with Laws 1916, chap. 495, amounts to an arbitrary discrimination forbidden by the equal protection of the laws clause of the 14th Amendment to the Federal Constitution.—*Royster Guano Co. v. Virginia*, 64 L. Ed., 658.

8. *Railway carrying interstate mail is engaged in interstate commerce.*—A road carrying pouches of interstate mail is so engaged

within the Federal Employers' Liability Act, though it is not a common carrier of the mail, either as to the Government or the persons transmitting the mail, so that there can be no compensation awarded by the Industrial Commission for the death of an employee killed while handling the pouches.—*C. C. C. & St. L. Ry. Co. v. Industrial Commission*, 128 N. E. Rep. (Ill.), 516.

9. *Government motor truck—state license.*—A state cannot require the driver of a government motor truck carrying the mails over its post roads to procure a license after satisfying its officials of his competence and paying a fee therefor, though it could hold him responsible for violation of its general laws, including perhaps its laws of the road, since the requirement of a license is an attempt to regulate the doing of the act he was employed by the government to do, which is beyond the power of the state.—*Johnson v. State of Maryland*, 41 Sup. Ct. Rep., 16.

10. *Changing passenger fares fixed by city's agreement held not impairment of contract.*—Neither Const. art. 4, Sec. 23, prohibiting the General Assembly from relieving or extinguishing indebtedness, liability, or obligation of any corporation or individual to this state or to any municipal corporation therein, nor article 2, section 14, and Const. U. S. art. 1, Sec. 10, relating to impairment of contracts, can prevent the state in the exercise of its rate-making power from changing the rates fixed by contract between an elevated railroad and a city not expressly granted the state's

rate-making power.—*Hoyne v. Chicago & O. P. Elev. Ry.*, 128 N. E. Rep. (Ill.), 587.

11. *Interstate Commission's jurisdiction over state rates.*—In *Rates, Fares, and Charges of New York Central Railroad Co.*, 59 I. C. C., 290, the Interstate Commission found, p. 298, that the increases made by the carriers under *Ex Parte* 74, relating to passenger fares and baggage charges, and now in effect, result in reasonable passenger fares and baggage for interstate transportation within the territory involved in this proceeding, and that "the failure of the carriers within the state of New York to increase the standard intrastate fares and charges correspondingly has resulted in the past and will result in the future: In intrastate fares and charges lower than the corresponding interstate fares and charges; in undue prejudice to persons traveling in interstate commerce within the state of New York and between points in the state of New York and points in other states; in undue preference and advantage to persons traveling intrastate in New York, and in unjust discrimination against interstate commerce. We further find that said undue prejudice and unjust discrimination should be removed by making increases in said intrastate passenger fares and baggage charges which shall correspond with the increases heretofore made as aforesaid in interstate passenger fares and baggage charges." Like findings were made with respect to increases relating to space occupied by passengers in sleeping and parlor cars, and with respect to rates on milk and cream.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Water

This important fluid is an ever present, indispensable factor in the support of human life and the processes necessary to the support thereof. It forms almost three-fourths of the composition of the human body and is constantly being taken in, performing some important act in the human economy, and, changed in composition, being eliminated again. Water is also an important constituent of most foods, its percentage amount being so high in some instances as to give rise to an important commercial economic process of recent years, viz.: dehydration or the withdrawal of contained water in order to lessen weight; various vegetables have been so treated and shipped, principally potatoes, and it has been proven that this withdrawal of water increases the "keeping qualities" of the product so treated.

There is no deprivation so cruel, so difficult to undergo, so quickly provocative of death, as that caused by entire withdrawal of water. A recent celebrated case lived one and one-half months without food but water was given as often as asked for and had it not been, death would have occurred much more quickly.

Its use for drinking purposes is important but there are still further uses for purposes of bathing, washing of clothing, cooking and finally for disposal of excrementitious wastes from the human body.

With this general consideration of the value and necessity of water it will be of interest to know how much water is consumed in various common daily uses, the old standard being that the adult should have one gallon of water per day for washing and drinking purposes. Think how the onward march of civilization has changed our standards—present day experts estimate that we should have from sixty to one hundred and twenty gallons per day for all purposes. The per capita consumption is increasing year by year—for instance, the City of Baltimore, in estimating the amount of water which would be necessary for fu-

ture needs found that if 1915 required 130 gallons per capita, that 1920 was requiring 135 gallons, and that figuring on this percentage increase for the past five years, that 1940 would require 150 gallons.

Each use of the ordinary bath-tub requires about twenty gallons; the emptying of a toilet tank takes four gallons; for drinking use alone the average adult uses three pints and wastes about the same amount per day; the City of Pittsburgh furnishes each one of its inhabitants 250 gallons daily, Philadelphia, 227, and Washington, 218.

Chicago used in 1900 per capita daily 190 gallons and three years later the amount had increased to 218; Boston in 1905 used 151 gallons and ten years later was using but 104 gallons.

It is interesting to note that fully one-half of the water supplied is wasted, this waste due to broken mains, wanton misuse of household supply and other ways too numerous to mention.

Even in drinking water there is much wastage, computed by some at one-third, the wastage taking place by reason of not drinking all of the water drawn, as is so often the case in children; rinsing out the drinking cup and throwing away, letting the water run to get cool, etc.

In this present day and age it has been found essential to health to have the water we drink as pure as possible and the United States government has specified standard conditions which, when not lived up to, results in a governmental order to discontinue the use of the water and the placement of a sign designating such water as "unfit for drinking and culinary purposes." This water must then be purified up to the government standard, ascertained by chemic and bacteriologic analysis, before it can be again used by the public.

The purification is usually carried on by the city within whose limits the consumer lives and is commonly purification by chemicals, often accompanied by filtration through sand and gravel.

These purification plants, dependent upon the size of the community to be supplied, cost for erection of necessary buildings and apparatus twelve thousand dollars for every million gallons of water used.

Now as to what diseases can be contracted from the drinking of impure water. Typhoid fever, cholera and dysentery are the principal survivors of the tangled mass of old beliefs in which malaria, gallstones and kidney stones and many other ills to which flesh is heir were blamed on "impure water" and, indeed, it is hard in some regions of these United States, to convince the people that malaria does not come from drinking "bad water" even in the present day.

The three diseases mentioned above are spoken of as "water borne diseases" and originate usually from contamination of the drinking water supplies by sewage which contains the disease producing bacteria. This may occur accidentally from the bursting of a sewer main and seepage into the

water main nearby or from the proximity of a privy to the family well and the subsequent contamination of the latter with the later appearance of typhoid fever in users of the well water.

This accident is carefully guarded against in large communities having water purification plants by daily or weekly analysis of the water, the results readily showing the presence of sewage contamination.

Boiling suspected drinking water is a means often employed to prevent the spread of the "water-borne" diseases and is efficacious. Treatment of the water with bleaching powder can also be done at the home, a stock solution being prepared by dissolving half a teaspoonful of bleaching powder to one pint of water and using one teaspoonful of this to each ten gallons of water under suspicion. The water should be allowed to stand, after thorough mixing, for fifteen minutes.

Illinois Central Hospital,
Paducah, Ky.
Gentlemen:

I wish to let you know that I have gotten so much benefit from the treatment that I have received from the Hospital Department, and would not take anything for the operation which has been performed on me through the Hospital Department. I cannot express myself in words as to the gratitude I feel towards the Hospital Department for the prompt and kind attention I received while undergoing treatment at the Illinois Central Hospital at Paducah, Ky. There will always be a warm spot in my heart for your hospital and the Illinois Central Hospital Department.

Yours truly,

(Signed) J. T. Freeze,
Conductor,
Haleyville, Ala.

Champaign, Ill., October 25, 1920.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Dear Doctor:

I believe that it is time that I answered your letter which I received while still in the care of the Hospital Department wishing me a speedy recovery from my serious attack of typhoid fever, for which I thank you.

I am feeling very good now and was able to return home from the hospital on October 21st, although I have a pretty sore back, which bothers me considerable, yet I hope to be able to get up and about in the near future. As you have received reports of my care from the local doctors, I wish that you would give me your personal opinion as to about what time I will be able to resume my duties out at the shops.

I certainly appreciate the good care I received at the hospital from the nurses and doctors, who I now know stuck with me through all of it, although I do not remember or know what happened in the two months that I was delirious. But I do know that the doctors deserve great praise for pulling me through after I was considered a hopeless case. You will please give the doctors and nurses who took care of me to understand that I fully appreciate their great efforts in my behalf while I was sick.

I hope that I will fully recover in the near future, and that the Illinois Central Hospital Department will stand forever and keep on doing good.

Trusting to hear from you soon, I remain,

Yours very truly,

(Signed) Leo J. Wassmuth,
Acetylene Welder,
Champaign, Ill.

Harahan, La., November 29, 1920.

Dr. W. W. Leake,
Assistant Chief Surgeon,
Illinois Central Hospital,
New Orleans, La.

Dear Doctor:

I am writing you this letter to advise you that I have now fully recovered from my operation, which was performed on me about two months ago, and that I am feeling better than I have for many years.

I wish to express my appreciation for the unexcelled care and kindness which I received while a patient at the Illinois Central Hospital, New Orleans. I was a patient there under the care of the Hospital Department during the month of October, 1920, and all possible care and attention was furnished me while there.

I wish to thank the attending corps of doctors and nurses on the Illinois Central Hospital Staff at New Orleans.

Yours respectfully,

(Signed) P. H. Schneckenburger,
Section Foreman,
Harahan, La.



Residential District, Du Quoin, Ill.



CLAIMS DEPARTMENT

In Defense of Thievery

Those of you who have read with interest the late Robert Louis Stevenson's essay, "On Idleness," in which the illustrious author defends the idler from the attacks of those who laud the worker, may be interested in a short treatise on the subject of thievery prepared by Claim Agent Charles D. Cary of Kankakee. Mr. Cary's essay was provoked by a "Vox Populi" article in a Chicago paper warning the public against the practices of the thugs, pickpockets and holdup artists who are supposed to thrive within the corporate limits of Chicago. Cary, of Kankakee, has named his creation "A Replication," and it is offered in these words:

"Why despise a thief? These are they who were the associates of the Savior in His dying hour. These are they whose trade we may yet engage without the terror of walking delegate or misappropriation of the union label.

"Assimilated in this craft are some of the mighty of this age—bankers, politicians, sometimes a preacher now and then, and perhaps a profiteer. Here we have the organization of the ways and means committee specialized to the nth power. While we do not have access to the latest census returns, we have reason to believe that, numerically, their numbers have not been seriously depleted.

"Again, this is rather an exclusive vocation to which all men are not eligible. You take a man, say, of the Billy Mason or Grover Cleveland type, and they would have made miserable thieves, reduced the profession to infamy and dishonor, and hung it up to dry in some contemptible penitentiary. Whereas you take a man of the Andy Gump variety, and he would have been ahead of the hounds and at the same time lending a dignity to the calling that gives thievery its basic rights of success.

"Good thieves are scarce, though perhaps not so scarce as they were. By this we mean skilled operators, who can thrive in the loop on that penny ante stuff and not have to be subjected to the indignities of excursions into the country in quest of the 'Fast Mail' and other light attractions.

"All we need is numbers and skill to make Lenin and Trotsky look like bushwhackers."

SETBACK FOR DAMAGE SUITS

For the October term of Warren County (Ky.) Court thirty-three damage suits were on the calendar against the railroad, twenty-three

of them having been carried over from the preceding term. Of the thirty-three only one was tried; eleven were compromised and three were dismissed by the plaintiffs, thus leaving nineteen pending at the close of the term.

Of the ten suits brought for the October term there were three in which it was confidently expected that a "killing" would be made. The first of the three was that of Sam Story, locomotive engineer. On May 1 he was handling a switch engine in Vicksburg yards when a flue in the locomotive burst. He claimed that in attempting to escape from the hot steam and water which was blown back through the fire box he went out through the front window of the cab and fell off the running board, sustaining a broken back. He was taken to his home and the company's physician failing to respond promptly, he called another doctor and then refused to have the company doctor. The physician he called continued in attendance for seven weeks, but was unable to find anything serious the matter, so he was dismissed and another called who claimed to find him in a very bad condition. However, an agreement was had later whereby a disinterested surgeon was chosen who took him to a sanitarium and made an exhaustive examination. This is the suit which was tried and was for \$100,000, being brought within a short time after the accident occurred and without any claim being presented to the railroad. Upon the trial the plaintiff was brought into the court room on a cot and testified from a reclining position upon it, claiming to be permanently and totally incapacitated. The disinterested surgeon who made the examination, and the physician called in by the plaintiff following the accident, both testified that they could find nothing wrong with him. The case was vigorously contested and resulted in a peremptory instruction in favor of the railroad. This was a death blow to the hopes of the plaintiff and his counsel as they never had the remotest idea of such a result.

However, this sweeping victory on the part of the company was in a sense only temporary, as on argument of motion for a new trial, two weeks later, the court reversed himself and set aside the verdict for the railway, granting a new trial, which will, no doubt, be had at the January term.

The second of the three cases referred to was that of Mrs. Vicknair for the death of

her husband, a machinist who was killed while operating a planer in the shops at Vicksburg last March. The accident was a most deplorable one, the injuries being frightful, Mr. Vicknair living over three days. However, a thorough investigation failed to disclose anything wrong with the planer and all the facts indicated that the accident was due to the deceased accidentally striking the starting lever with his knee while leaning over the machine. He was a very popular young man, an ex-soldier and left a widow, hence a strong effort was made by the claim department to settle with her and avoid a suit. She was offered \$6,000. Other influences, however, prevailed and she placed the case in the hands of attorneys, filing suit for \$50,000.

When the Story case resulted so unexpectedly Mrs. Vicknair's attorneys apparently got "cold feet" and compromised her suit for \$6,000, the amount offered before it was brought.

The third case was rather an unusual one. In the investigation of the Story accident and suit it developed that the law firm of Chaney & Ramsey, one of the firms bringing the suit, had employed an ex-shop employe, paying him \$25 to purloin from the boilermaker-foreman's office a flue, which was supposed to be the one which burst in the engine causing Engineer Story's injury. A flue was obtained, but it was not the one in question. Considerable investigation was made by the claim department of this and other phases of the suit from which W. W. Ramsey, a member of the firm of Chaney & Ramsey, concluded that his character was being impugned so he filed suit against the railroad and Special Claim Agent Ogilvie for slander, in the sum of \$50,000.

After the verdict in the Story case and compromise of the Vicknair case the Ramsey case was non-suited.

Then a suit by Earl Goodrum, foreman of a switch engine at Vicksburg, who had the toes of one foot cut off while switching cars and which was tried at a previous term, resulting in a verdict of \$25,000, was also compromised by the payment of a little more than one-third of the amount of the verdict. Every effort was made to settle with Goodrum before suit, he being offered a sum undoubtedly equal to what the compromise mentioned nets him and, besides, was tendered a clerical position which would have paid him substantially more than he was receiving as switch foreman, but the lure of a possible big verdict prevailed, so the settlement fell through.

Vicksburg has long been a source of much litigation and verdicts out of all proportion to the damages sustained have several times been returned. The animosity displayed by some injured employes and the willingness on the part of the citizens of Warren County, sitting on juries, to return unreasonable verdicts has been hard to understand, especially

as by far the principal business industries at Vicksburg are the Yazoo & Mississippi Valley shops and the railway's other interests there. Also, exceptional liberality has been displayed by the company in settling claims at that point. Nevertheless, a feeling has developed that almost any sum could be recovered by suing, so that latterly settlements at anything like decent figures in many cases have been impossible.

It never fails but what, sooner or later where such greed is manifested, it becomes so rampant that it kills the goose that lays the golden egg. Just how soon this may happen at Vicksburg the future will have to disclose.

QUICK ACTION

One minute and a half after the occurrence of an accident at Brookhaven, Miss., December 17, in which an automobile belonging to Warren Brown of that city was struck by the engine of No. 33, T. Brady, Jr., local attorney, was writing a letter to Claim Agent J. L. Small of McComb, reporting the case.

Being on the job is the first essential—one of the first essentials, at least—of success. This department suggests that Mr. Brady qualifies. His success as an attorney demonstrates his qualification, without this note, but it is added as a testimonial from these parts.

ON THE SAME SUBJECT

Speaking further of prompt action, there is the case of J. D. Doty, agent at Hackleburg, Ala. On November 27 a fine calf was struck and killed within the station limits of Hackleburg. Agent Doty was on the job. It took him two or three days to locate the owner of the calf. A. L. Wiginton, cashier of the Bank of Hackleburg. Taking up the matter with Mr. Wiginton, the cashier refused to press a claim for the calf, offering genially that whereas the calf formerly had been intended for a milch cow it was now worth much more, since it was a mixture of Jersey, Duroc-Jersey, Durham, Holstein, Short Horn, white-faced, locomotive and cow.

UNUSUAL ACCIDENTS

The claim department makes up a monthly statement of casualties in which are printed about seventy-five causes of accidents, with another heading of "Other Causes", in which are shown the accidents which do not properly come under the principal headings.

If a detailed statement were made of the accidents coming under "Other Causes" it would contain many unique cases. As samples of these are the following cases:

Recently two bulls were shipped from a Northern point over the Illinois Central, billed to the United Fruit Company at New Orleans, to be transported by that company to a South American port. On arrival at New Orleans the animals were taken out of the car and

tied to the dock alongside of the United Fruit Company's steamer. Shortly thereafter one of the bulls broke loose and ran up town and on Canal street ran over a woman and a boy, causing quite serious injuries.

Since then a car load of cattle was unloaded at Cleveland, Miss., to be fed and watered. One of the steers jumped the stock pen fence and got away. The agent employed a man to round down the animal. After two days' effort he succeeded, but while driving the animal through the streets of Cleveland it stampeded and ran over a man and woman, quite seriously injuring them.

In the city of New Orleans the Illinois Central has a track leading from its station, running down the center of Howard avenue to the river front. Recently the railroad had a gang of laborers repaving the street between the rails and adjacent thereto. A team was being driven along the street when another vehicle was carelessly run into the team. The mule which was struck being frightened, kicked and struck one of the men who was laying the paving blocks, quite seriously injuring him.

Of course in all these instances the railroad is expected to furnish the "green-backed salve" necessary to cure the wounds.

RAILROAD COLLECTS DAMAGES

On September 29 Yazoo and Mississippi Valley passenger train No. 34, while passing over Horn Lake road crossing in Memphis, was run into by an automobile truck belonging to J. T. Fargason & Company, which was being handled by a negro driver. The train crew did not know anything of the accident at the time, but passengers did. On arrival of the train at Grand Central Station, Memphis, it was found that the sides of three coaches had been scratched and damaged to the extent of \$57.44. The negro driver had the usual alibi, namely, that the brakes would not work. A bill has been presented to his employers for damage to the coaches and they have agreed to pay it.

This is one of the rare instances where the old proverb of "What is sauce for the goose is sauce for the gander" is made to apply to an occurrence in which the railway and private individuals are concerned.

MUST STOP AND LISTEN

The courts are beginning to take notice of the constantly increasing automobile grade crossing accidents occurring upon our public highways. A case of interest has recently been decided by the Circuit Court of Appeals, 8th Circuit. The court, after reviewing the testimony in a case wherein the Chicago Great Western Railroad was sued for personal injuries occurring in an automobile grade crossing accident, says:

"The increasing use of the automobile upon our public highways, and the constantly re-

curring accounts of deplorable accidents resulting from collisions of automobiles with railroad trains upon public crossings, convince us that the rule of law announced in the foregoing case is reasonable, and one which should not be departed from or relaxed."

The rule referred to requires an automobile driver who approaches a railroad crossing where the view is obstructed to stop and listen. The public, newspapers, coroners' juries, and uninformed people too often clamor for gates, bells and crossing watchmen when an accident occurs, and the burden is thus passed to the railroads. That this so-called protection does not protect is shown by the alarming toll of fatal accidents. Until the rule requiring drivers to stop and listen where the view is obstructed is strictly observed, the grade crossing peril will be with us. During the eleven month period of this year there were 34 people killed and 209 injured in grade crossing accidents on the Illinois Central System. There is at present some agitation for the elimination of crossings at grade. To do this on the Illinois Central would cost more than the capital stock of the company. Recognizing the impracticability of this remedy, the Des Moines Capital in commenting on a recent accident in Iowa, published the following article, under the title of "Death Stalks at Crossings":

"Automobile killings at grade crossings are always pitiful, and none more so than the killing by a Rock Island passenger train at Van Meter, Tuesday morning. A passenger train slowing up near a depot killed a father, mother, son and little daughter. The car was driven by Elmer Lienemann, the son. The family had started to Des Moines on a shopping expedition. There was no occasion for hurry.

"The track in both directions was in full view. The young man who was at the wheel was probably filled with youthful spirit and an ambition to cross the track ahead of the train.

"One more family has been destroyed on account of the thoughtlessness of the driver. Just what could be done to cause drivers to be more careful in regard to crossing steam railroad tracks no one can now say. But something ought to be done. Such killings are not accidental nor are they intentional. They represent some one's desire to be smart or to get ahead of some one.

"It is useless to talk about abolishing grade crossings in a state that is honeycombed by railroads. We do not know that an estimate has been made with regard to the cost but it certainly would be prohibitive. What we need to do, pending the adoption of devices and laws, is to use common sense when the matter of life or death depends upon our own intelligence."

When the public realizes that the prevention of a majority of these accidents rests

entirely with the driver of an automobile, the so-called protection of safety devices, gates, and crossing flagmen will be unnecessary.

"REPAIRS AND INJURIES"

Claim Agent W. R. Clemans of Carbondale, Illinois, offers the following on "Minor Repairs to Cars and Their Relation to Personal Injuries":

"The repairing of cars has always been a live subject on this railroad, and especially at a time when we are short of equipment as has been the case for some time, but it occurs to me that few employees, if any, give enough thought to the question of why repairs are made. It is, of course, necessary to repair cars to make them fit for loading and for safe operation over the railroad, but I fear that the question of personal injuries is not given due consideration when repairs are being made, and specially so if they be minor repairs.

"Just recently a coal car was placed at a coal mine for loading. The car was loaded and was being switched—the object of the switching crew handling this car being to kick it down the lead in order that other cars could be switched out. When a member of the crew attempted to cut this car off by

use of the pin-lifter the knuckle lock failed to rise. After making several unsuccessful attempts to effect separation, the man who was doing this work stepped between the moving cars, with the result that he was run over by the cars and fatally injured.

"An inspection made immediately after the accident occurred showed that a piece of wire, instead of a cotter key, had been placed through the hole in the knuckle lock pin. This piece of wire, being of smaller dimensions than cotter keys used in such places, allowed the head of the knuckle lock pin to drop down and foul on the bottom of the opening for the knuckle lock, making the coupler inoperative.

"It is, of course, not known who made this minor repair, but little did he think, whoever it might be, that the improper use of that piece of wire instead of a cotter key would result in a woman being left a widow, two small children fatherless and a loss to the railroad of one of its faithful employees.

"The object of this article is not to criticise persons whose duties require them to repair cars, but to impress upon them the fact that repairs are not only made for the safe operation of cars over a railroad but to avoid personal injuries to employes handling such cars."



STOP

FACTS AND FIGURES ABOUT PERSONAL INJURY ACCIDENTS

STOP

Bulletin No 3.

For Sixty Day Period ending December 1st



MAINTENANCE OF WAY
LABORERS
298 INJURED



BRAKEMEN AND SWITCHMEN
245 INJURED



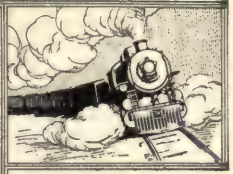
ENGINEMEN
163 INJURED

Classification of Injuries by Divisions

DIVISIONS	TRANSPORTATION							MAINTENANCE OF WAY					MAINTENANCE OF EQUIPMENT							Total
	Cond'r's.	Eng'r's.	Brakemen	Firemen	Switchmen	Frt. Handlers and Station Emp's.	Other Emp's.	Sec. Lab'r's.	Extra Gang Lab'r's.	Carpenters and Painters	Bridgemen	Other Emp's.	Boilermakers	Helpers	Car Carpenters	Car Insp't's. and Repairers	Machinists	Other Emp's.		
Chicago Tm'l.....	2	5	9	9	28	45	12	18	0	4	6	2	10	31	59	4	20	59	323	
St. Louis.....	3	4	21	8	24	19	7	17	0	2	4	3	4	10	4	16	4	23	173	
Illinois.....	4	0	12	4	3	2	0	23	0	1	5	1	0	0	7	2	8	1	73	
Indiana.....	1	1	0	9	2	1	1	11	0	0	0	1	0	8	10	3	3	9	60	
Springfield.....	2	6	11	9	7	2	1	9	0	0	1	2	3	1	0	3	1	5	63	
Wisconsin.....	3	1	17	3	7	3	0	24	3	0	3	3	0	2	2	5	0	11	87	
Minnesota.....	7	7	5	8	0	9	0	7	0	1	5	2	6	12	4	0	2	12	87	
Iowa.....	2	8	4	13	5	3	8	19	0	0	6	3	0	4	2	0	0	3	80	
Tennessee.....	4	2	6	4	5	3	2	15	0	0	2	2	3	4	3	1	0	7	63	
Kentucky.....	2	7	9	9	6	5	1	3	4	0	2	15	3	17	11	6	9	27	136	
Mississippi.....	0	1	2	3	0	0	1	8	0	2	1	0	0	2	0	0	1	6	27	
Louisiana.....	3	4	14	7	3	13	2	14	2	7	5	3	2	1	1	18	13	23	136	
New Orleans Tm'l.....	3	0	0	2	12	41	9	9	0	0	1	8	2	4	2	11	3	34	141	
Memphis Tm'l.....	1	3	1	3	14	13	2	9	0	2	0	3	4	10	4	8	3	18	88	
Memphis.....	3	5	7	10	1	1	1	10	4	0	7	19	0	0	0	0	0	3	71	
Vicksburg.....	1	0	3	1	0	5	0	3	0	0	0	0	0	0	0	0	1	0	14	
New Orleans.....	2	4	4	3	3	0	0	10	0	2	6	3	7	15	2	0	8	7	76	
C. M. & G.....	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	—	2	
	43	58	125	105	120	166	47	209	13	21	55	71	44	121	111	77	76	248	1710	



TRANSPORTATION DEPARTMENT



Service

A PATRON OF THE ILLINOIS CENTRAL SPEAKS IN GLOWING TERMS OF THE COURTESY OF THE EMPLOYEES OF THAT COMPANY COMPANY

BATES VALVE BAG COMPANY.

Mr. C. H. Markham, President, 7310 South Chicago Avenue.

December 13, 1920.

Illinois Central Railroad,

Central Station,

Michigan Avenue and Roosevelt Road,
Chicago, Ill.

Dear Sir:

We have never, in our experience, received such courteous treatment from a railroad employe, as that received from two employes of your road. The incident was so out of the ordinary and impressed the writer to such an extent that he feels called upon to relate it to you.

The Canton City Products Company shipped car Southern Pacific 87776 loaded with radial tile, for chimney construction, from Robertsville, Ohio, during the latter part of November, car coming into Chicago over the Wabash Railway on or about December 1st. The car was consigned to W. M. Kellogg, chimney builders, this city, was held in the Wabash outer yard at Landers, Ill., and subsequently ordered to the Illinois Central on December 3rd to be placed on the Fifty-first Street team track to be unloaded there, the contents to be used on chimney work on the Hyde Park Hotel. The car was placed on the I. C. interchange track of the Belt Railway at Clearing, Ill., at 5:00 P. M., on December 3rd, probably arriving at Fordham yard within the twenty-four hours following. We are advised by the Belt that this car was shown on train sheet No. 205½.

At 8:00 A. M., Monday, December 6th, the car had not arrived at Thirty-first Street. We telephoned Fordham and explained the details to a gentleman who said his name was Haninger; he advised no record of the car or the train sheet number, but while we held the line for at least ten minutes, he searched through the records diligently and even telephoned the Belt to verify the train sheet number and procure better forwarding record, but still no trace of the car. He inquired as to the contents of the car and when told, he remembered a car of tile being in the yard at Fordham. He investigated further and telephoned that he had located the car and that it would go to Fifty-first Street that night.

At 8:00 A. M., December 7th, the car had not yet reached Fifty-first Street and we telephoned Mr. Haninger and advised him of that fact. He said he was very sorry and would locate the car and advise us. He telephoned a short time later and told us that unfortunately, through an error, the car had gone to the lower yard at Jackson Boulevard as "empty." He advised us to get in touch with the downtown office, which we did. We explained the details to Mr. Bristow, in the General Freight Department, who said he would investigate and advise us. He telephoned us at 4:00 P. M. that the trainmaster had been instructed to get the car back to Fordham in time to be switched that night at Fifty-first Street. He also advised that he would get in touch with the proper party at Fordham and instruct them to be on the lookout for the car and see that it was really sent to Fifty-first Street that night. The car was placed at Fifty-first Street for unloading Tuesday night, December 7th. The writer was pushing the movement of this car at the request of Mr. J. E. Cornell, treasurer and general manager of our company, who is at the head of the Hyde Park Hotel. Had not the car been sent when it was, it would have been necessary, on account of lack of material, to discontinue the work then in progress and discharge the workmen. After Mr. Bristow telephoned

us, we again telephoned Mr. Haninger to be on the lookout for the car and he said he would see that this matter was tended to before he went home that night.

The attitude and willingness to render service displayed by Messrs. Haninger and Bristow is, in our opinion, highly commendable, in fact, there should be more men of this type in the railroad service, as treatment of this sort will tend to make the shipping and traveling public want to co-operate with the carriers and assist them in making good in their present efforts after the long period of Federal control, and, thereby avoid permanent government ownership and control of the roads.

Yours very truly,

BATES VALVE BAG COMPANY,
L. W. McGuffin,
Traffic Manager.

MR. SMITH COMPLIMENTS THE ILLINOIS CENTRAL SERVICE.
Phone 595 and 596

1800 Chicago Road
Lumber
Sewer Pipe
Flue Lining
Brick
Sand
Lime
Stone
Cement
Etc.

THE J. F. LEISING CO.
HAY, GRAIN, SEEDS

And
BUILDING MATERIAL
Chicago Heights, Ill., November 18, 1920.

Mr. J. Doheney, Agent,
Matteson, Ill.

Friend Doheney:

In response to your request that I put into writing what I stated to you verbally concerning a shipment of fifty-two head of calves from Spur, Texas, in I. C. car 30265, I am happy to comply. We have been in business in this city for almost twenty years and in that time we have had occasions at times to voice complaints and at times, to file claims. These calves came through, a distance of about 1,000 miles, and being just off the range we expected that they would arrive showing the effects of the trip and you can imagine our gratification when we found that there was not a lame calf in the lot and to all appearances they were in as good condition as when loaded at Spur and somewhat more accustomed to handling. We feel that it is easier for us and far more satisfactory to yourselves and us, at this time to voice our appreciation of the manner in which these cattle were handled, than to file a claim. We wish to thank all those who by their service have made this statement possible. If this shipment was not handled perfectly, we at least do not know where to voice a single criticism and among your many complaints we would have you feel that there are those who appreciate good service although we too seldom make it known.

Sincerely,

W. W. Smith.

A PASSENGER COMMENDS THE COURTESY OF MRS. EMERY, TICKET AGENT AT SIXTY-THIRD STREET.

BANK OF HARVEY

W. H. Miller, President.

George N. Burnett, Cashier.

G. A. Stevenson, Vice-President.

August Waldschmidt, Assistant Cashier.

Harvey, Ill., 15741 Loomis Ave., December 17, 1920.

Mr. Hilgartner,

Trainmaster, Illinois Central R. R.

Dear Sir:

I desire to recommend to your attention the consistent courtesy of one of your employes. During the time that I attended the University of Chicago, commuting from Harvey, and during the years since then that I have been traveling on your road, I have been struck by the marked and thoughtful consideration which a Mrs. Emery has consistently accorded the patrons of the railroad. This lady is at present a gate-woman at Sixty-third Street Station. I feel that it is a matter of simple justice that her conduct should receive the recognition that it deserves.

Respectfully,

(Signed) G. A. Stevenson, Jr.

QUICK ANSWER TO THE H. K. FERGUSON COMPANY BRINGS COMPLIMENTARY LETTER TO GENERAL YARD MASTER FLACK AT EFFINGHAM, ILL.

Engineers and Builders.

THE H. K. FERGUSON COMPANY

Complete Shop
and Factories

6523 Euclid Avenue

Main Office

Rosedale 6854

Standard and

Special Buildings

Branch Offices:

New York

31 West 43rd St.—Murray Hill 3073

Indianapolis

602 Merchants Bank Bldg.—Main 5717

Brantford, Ont.

Temple Bldg.—Telephone 3000

Cleveland, Ohio, September 21, 1920.

Mr. E. E. Flack,
General Yard Master,
Illinois Central Railroad,
Effingham, Ill.

Dear Sir:

We wired you this morning at 10:30 for record on car 142809 and at noon received a reply from you giving the desired information.

Such prompt accommodation and service is quite exceptional and we wish to thank you very much for the assistance you have given us on this occasion.

Yours very truly,

THE H. K. FERGUSON COMPANY,

A. J. Hollingshead,

Vice-President and Construction Manager.

By P. L. Hannan.

FORT DEARBORN COAL CO. IS PLEASED WITH ILLINOIS CENTRAL SERVICE AND COMPLIMENTS COAL CLERK BERGMAN.

December 30, 1920.

Mr. C. H. Markham,
President, Illinois Central Railroad,
Park Row Station,
Chicago, Ill.

Dear Sir:

We hereby take this method of complimenting the Illinois Central for their prompt and efficient manner in handling our shipments in the past, and particularly wish to compliment your coal clerk, Mr. Bergmen, on the speedy method in which he has handled our cars in the past.

We wish to state one or two instances in which it clearly shows that this gentleman is looking out for his company's interest and also for the interests of the shipper.

About a week or ten days ago we 'phoned him asking for information about cars moving to Mason City, Iowa, and he advised us that if we would forward the cars via I. C. and M. & St. L. through rate could be protected. We coincided with him to let cars go that way, thereby saving us a lot of expense as well as additional trouble. Yesterday we again had the same case and he took care of us in the same spirit as he has shown heretofore.

The object of this letter is to give this gentleman the proper credit due him, and we trust that you will accept same in this light as we certainly will continue to do business in the same spirit as heretofore.

Again wishing to thank you, we are,

Yours very truly,

FORT DEARBORN COAL COMPANY,

(Signed) M. L. Heiner.

A CHARMING REPRESENTATIVE

In response to a request from the management that employes use such influence as they may have to add to the business of the company, Miss Bland, clerk in the freight office at Dubuque, Iowa, seems to have taken the palm. The following article from *The Evening Tribune*, of Albert Lea, Minn., is self explanatory. Miss Bland is not only as *The Tribune*, says, "all business, polite and courteous," but is one of the most efficient employes employed at Dubuque:

"For the first time in history a traveling representative of the fair sex for the Illinois Central, called at the Albert Lea Publishing Co. Her name is Miss Bland and her home at Dubuque, Iowa. She was a'll business, polite, courteous and as keen as any railroad representative of the opposite sex ever calling at our office. She was soliciting business for the I. C. It's her first trip out. The management of the Illinois Central will do well to keep Miss Bland on the job."—*The Evening Tribune, Albert Lea, Minn., November 30, 1920.*

**MAYOR STEPHENS, OF EAST ST. LOUIS, ILL., APPRECIATES THE
PUBLICITY GIVEN TO HIS CITY BY THE ILLINOIS CENTRAL
MAGAZINE IN ITS NOVEMBER ISSUE**

MAYOR'S OFFICE,
City of East St. Louis, Ill.

December 1, 1920.

Mr. C. H. Markham,
President, Illinois Central Railroad Co.,
Chicago, Ill.

Dear Sir:

I have been handed a copy of the Illinois Central Magazine of November, 1920, and find it very interesting, more so on account of the brief sketch and notice given to the City of East St. Louis, Ill.

Pleased to know that your railroad company placed East St. Louis on the map, that is more than several of the trunk lines have done. A few years ago the Terminal Association got out a publication setting forth their great system and never mentioned East St. Louis in it.

Please accept congratulations and thanks of this municipality for the mention made of our city in your magazine. With best wishes for the success of the Illinois Central Railroad Company, I am,

Yours very respectfully,

(Signed) M. M. Stephens,
Mayor.

**SUPERINTENDENT OF FREIGHT SERVICE COMPLIMENTS TOWERMAN
J. DUNN FOR WATCHFULNESS AND THE POSSIBLE PREVENTION
OF AN ACCIDENT**

Fordham, December 6, 1920.

J. Dunn, Towerman,
Burnside.

Favorable mention has been placed on your record for your alertness in observing some irregularity with the rear car of Monon Train 335 when passing over Burnside Crossing on the morning of November 19th. Train was stopped at Pullman Junction and it was found that a brake had locked and the wheels were sliding. In this connection I quote the following from Superintendent Middaugh, of the C. & W. I.:

"As Monon Train 335 was passing over the Burnside Crossing this morning your towerman reported something wrong with the rear car on the train. The train was stopped at Pullman Junction and the crew notified, who found a brake locked and the wheels sliding.

"I wish to commend your towerman for his prompt action in this case, and wish you would kindly advise his name.

"Your towermen are very observing in matters of this kind and this is not the first case of this nature that has been called to my attention."

Your action in this case is highly commendable.

W. J. Leahy.

**FLAGMAN J. R. ROWE IS COMPLIMENTED FOR CLEVERNESS AND
COOLNESS UNDER TRYING CONDITIONS**
MARION COUNTY COAL COMPANY

December 29, 1920.

Mr. C. H. Markham, President,
Illinois Central Railroad,
Chicago, Ill.

Dear Sir:

The writer "enjoyed" the little holdup experience on No. 2 last night, and a stockholder, operator on your line, and patron, I wish to take this opportunity of reference

to the conduct of the flagman, named J. R. Rowe, during this rather unusual, but exciting experience.

There is no question of doubt that what his cleverness, combined with coolness, enabled many of us to save considerable loss. He was obliged to make the collections, and knowingly overlooked amounts that were rather substantial, assuring the bandits that that was all the passengers had. Not only this, but his attempt to delay them in their coming into the main part of the car, under ordinary conditions would have enabled the passengers to have given an alarm.

I, therefore, cannot refrain from calling your attention to this, realizing as I do that you like to receive good reports of those in your employ.

Yours very truly,

(Signed) Chas. B. Cone.

CAR EFFICIENCY

G. T. 7782 building tile arrived at Lena, Ill., and placed for unloading at 7:00 A. M., December 2nd by No. 91; car made empty and moved out by No. 92 at 5:00 P. M., the same date.

I. C. 100226 car coke arrived same station and placed by No. 91, December 2nd; made empty and moved out on No. 92 same date at 5:00 P. M.

C. O. S. X 1745 gasoline for the Standard Oil Co. arrived Lerna, Ill., 9:35 A. M., November 29th and was released at 5:00 P. M. same date, the empty moving forward in local at 5:30 P. M.

I. C. 25421 empty car placed for loading hay at Lerna, Ill., 9:35 A. M.; loaded at 4:00 P. M.; billed out and moved forward at 5:30 P. M. same date.

I. C. 124066 coal arrived West Salem, Ill., at 10:00 A. M., December 23rd; placed for unloading; made empty at 3:00 P. M., and moved out empty at 3:00 P. M. on the same date.

L. & N. 74123 coal, consigned to the American Snuff Co., was received from the L. & N. 7:30 A. M., November 26th; placed at their plant at 10:30 A. M., same date, and unloaded, and the empty car returned to L. & N. at 1:30 P. M.

New Industry to Be Developed At New Orleans, La.

Another Industry Selects This Port as Site of Plant

Bagasse, Long Considered as Waste, Will Come Into Useful Class

A new industry, turning out a new product and representing an initial investment of no less than \$500,000 is about to make its advent into the port of New Orleans. With its coming, another Louisiana product, long regarded as an irretrievable waste, will pass to the list of utilities.

A process has been perfected whereby bagasse, the films residue of sugar cane after the juice is extracted, is turned into a variety of board for building purposes, and eastern capital is here to place the product on the market in large quantities.

A big tract of land, including a liberal slice of river frontage, and forming a portion of the old Ames plantation at Shrewsbury, has been purchased, where the new plant will be erected. The property transfer was recorded at the Jefferson courthouse in Gretna only a short while ago but reports Saturday indicated that preliminary work on the plant already had begun. * * *

Details Withheld

Information concerning the new industry has been closely guarded and local parties credited with a knowledge of some phase of the deal have declined to make public

their knowledge of the project. None of the details has been allowed to become public property.

It is known, however, that plans for building the new industry contemplate a development scheme of far greater magnitude than is represented in the factory here. Branch factories at all big cane-producing centers are said to be under consideration and it was asserted Saturday that the industry gradually will come to involve many millions of capital.

The main company, it is reported, plans to form subsidiary corporations at various supply centers, which will be further subdivided into selling and holding corporations. Such a scheme of organization tells conclusively of the magnitude of the undertaking.

Announcement of ambitious plans are reported to be forthcoming as soon as further details of the enterprise are completed. * * *

Result of Long Quest

The new industry is said to represent the culmination of a quarter century quest for some method of profitably utilizing the

cane bagasse. Years ago chemical engineering tests are said to have proved this material suited to the manufacture of paper pulp. The expensive method used, however, made competition with the regular and well-established sources impossible. Later sugar men undertook to use the bagasse in connection with other fuels, but this is said to have proven generally unsatisfactory.

It is now claimed that recent tests have proved beyond all doubt that the board, which will be known as Cleo-tex, can be made and marketed profitably. The \$500,000 investment here, with the probability of large additions of capital later on, indicates the degree of confidence large interests have in the project.—The Times Picayune, New Orleans, La., November 21, 1920.

Indiana Division and Freeport Shops Win Safety Drive

The Safety Drive conducted by the Illinois Central during the two weeks ending December 31, 1920, resulted in first places being won by the Indiana Division and the Freeport Shops. Competition was by divisions and by shops. Among the divisions three tied for second place, Minnesota, Vicksburg and Wisconsin. Among the shops, Mattoon was second, Clinton third and Jackson and Water Valley tied for fourth place.

During the two weeks a total of eight persons were killed and 226 were injured on the Illinois Central System. One death and 106 injuries resulted in the shops. Seven deaths and 120 injuries occurred on the divisions.

The drive was given the hearty co-operation of the officials and employes concerned, all entering into the campaign with the same spirit that has made the Illinois Central first in everything it has undertaken.

The following table shows the standing of the various divisions and shops at the close of the drive:

Division	Empl.		Passgrs		Tresprs.		Others		Maintena of Way		Total		Mech. Dept.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Indiana	1	...	...	...	...	...	...	...	...	...	1	Freeport	...	0
Minnesota	1	...	1	...	...	...	...	...	...	...	2	Mattoon	...	1
Vicksburg	2	...	...	...	...	...	...	...	...	...	2	Clinton	...	2
Wisconsin	2	...	...	...	...	...	...	...	...	...	2	Jackson	...	3
New Or- leans	1	...	...	...	...	...	...	...	2	...	3	Water Valley	...	3
Iowa	3	...	...	...	...	...	...	...	...	...	3	McComb	...	4
New Orleans	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Term.	2	...	...	1	1	...	...	...	...	1	3	Waterloo	...	6
Mississippi	1	...	...	1	2	...	...	...	...	1	3	Centralia	...	6
Memphis	3	...	...	...	...	...	...	...	2	...	5	E. St. Louis	...	8
Term.	5	...	...	...	1	...	...	...	...	...	6	Paducah	...	10
Memphis	5	...	...	...	...	...	1	...	3	...	9	Memphis	...	10
Tennessee	6	...	...	...	...	...	3	...	1	...	10	Vicksburg	...	14
St. Louis	6	...	...	...	...	...	2	...	3	...	11	Burnside	1	39
Kentucky	8	...	...	1	...	...	...	...	2	1	10	Total	1	106
Springfield	10	...	1	1	...	...	...	...	...	1	11			
Illinois	13	...	2	...	...	...	...	...	...	...	15			
Louisiana	10	...	5	2	...	1	1	...	6	3	22			
Chicago	...	...	...	...	...	...	...	...	...	...	...
Term.	...	80	...	10	6	4	1	7	...	19	7	120		

Maintenance Passenger Train Schedules, December 30, 1920

Rank	Division	Trains		Lost	Minutes Per Cent Schedule			
		Run	Lost Time		Average Per Train	This Month	Last Month	Last Year
1	Memphis Terminal	30	0	0	0	100	100	97
	Month to date.....	900	10	285	28	98.8	99	96
2	Vicksburg	18	0	0	0	100	100	93
	Month to date.....	540	6	375	62	98.8	98	87
3	Memphis	38	0	0	0	100	97	92
	Month to date.....	1,140	24	1,550	64	97.8	98	90
4	Wisconsin	24	0	0	0	100	95	87
	Month to date.....	680	17	567	33	97.5	96	88
5.	New Orleans Term... ..	24	0	0	0	100	100	96
	Month to date.....	720	23	701	30	96.8	98	98
6	Chicago Terminal	42	1	15	15	97	100	100
	Month to date.....	1,260	48	880	18	96.1	99	90
7	Tennessee	26	1	21	21	96	96	97
	Month to date.....	780	35	1,365	39	95.5	97	91
8	Mississippi	20	0	0	0	100	100	100
	Month to date.....	600	29	1,039	35	95.1	97	90
9	New Orleans	18	0	0	0	100	94	100
	Month to date.....	532	27	1,985	73	94.9	93	94
10	Kentucky	26	1	13	13	96	91	89
	Month to date.....	772	44	1,523	34	94.3	97	91
11	Indiana	14	1	20	20	92	90	100
	Month to date.....	404	29	1,858	46	92.8	95	90
12	Springfield	28	0	0	0	100	96	97
	Month to date.....	802	63	809	28	92.1	93	92
13	Minnesota	22	0	0	0	100	95	78
	Month to date.....	620	59	1,721	29	90.4	96	82
14	Iowa	23	1	25	25	95	100	100
	Month to date.....	670	71	4,892	68	89.4	98	88
15	Illinois	43	1	14	14	97	93	90
	Month to date.....	1,262	143	4,505	31	88.6	94	88
16	Louisiana	19	0	0	0	100	100	100
	Month to date.....	570	67	8,408	125	88.2	97	90
17	St. Louis	30	5	325	65	83	93	87
	Month to date.....	900	124	5,083	32	86.2	95	90
	System	445	11	433	39	97	96	93
	Month to date.....	13,152	819	38,695	47	93.7	97	90

Cotton Convention At Memphis, Tenn.

A plan to establish a basis of economic independence for the southern cotton grower was carefully outlined, and steps taken to farm a south-wide organization to carry it out, by the cotton convention in this city December 7-8, called by the Memphis Chamber of Commerce, Memphis Cotton Exchange and Memphis Clearing House Association. The plan consists of a reduction of acreage by one-third and of yields by one-half, next year by every southern cotton grower. One thousand delegates were in attendance from twelve cotton-growing states, and also from Illinois, the District of Columbia, New York, Massachusetts and Liverpool.

The plan of organization will reach into every voting or school district through county executive and state central committees. The convention committee was constituted a temporary executive committee, and \$10,000 subscribed from the floor for preliminary work.

Compliance with the reduction plan will be enforced through credit restrictions and by denial of credit to any planter, farmer, supply merchant or land owner who refuses to join in the movement.

At the same time, a rational system of diversification, including live stock, food, and feed crops, will be worked out.

A resolution was adopted, calling for the

enactment by Congress of a law for a special census to determine how much untenderable cotton is now in domestic stocks; another requests land owners not to require fixed money or poundage of cotton for rentals; another favors a system of bonded warehouse, and a plan of co-operative marketing; and still another favors all safe and sound plans looking to the extension of long credits to foreign customers.

Governor John M. Parker, of Louisiana, was elected permanent chairman, and Thomas B. King, of the staff of the Memphis Chamber of Commerce, permanent secretary.

Governor Parker's subject was "The Importance of This Convention." Among other things, he advocated credits abroad, through bank and government guarantees, to enable impoverished Europe to take American exportable surpluses of raw materials and foodstuffs.

It became evident from the start that the campaign which was launched by the cotton conference to eliminate the present burdensome oversupply in cotton is deriving its impetus from bankers and others

who have been supplying the credits for cotton growing.

Col. W. B. Thompson, of New Orleans, said: "The crux of the situation lies with the credit agencies. It must be a bankers' movement, supported by all the agencies that come in contact with it. The banker holds the power in the hollow of his hand to make this movement a success."

The address of Dr. Bradford Knapp, head of the agricultural college of Arkansas, was one of the outstanding features.

"Get it out of your head that anything but the supply and the world's ability to buy can fix the price of cotton," Dr. Knapp told his hearers.

Mr. Gerald Fitzgerald, of Clarksdale, addressed the convention on acreage reduction, including a brief statement of plans maturing under his direction for handling export cotton.

Other speakers were: Mr. E. T. Stuart, vice-president of the First National Bank of St. Louis; Governor Brough, of Arkansas; Mr. C. P. J. Mooney, editor of the Commercial Appeal, and John G. Lonsdale, president of the National Bank of Commerce of St. Louis.

Contributions from Employees

Efforts Versus Failure

By. J. S. Terry, Dispatcher, Vicksburg Division

Intelligence is the chief director of all human effort. Without knowledge of facts and knowledge of what constitutes a reasonable course to pursue in the direction of effort to accomplish a thing, the result is minus. In a constructive sense, especially concerning a well defined system of industrial operation, no right of choice exists between what course of effort to pursue in effecting the maximum state of efficiency in accomplishing the best results; if the thing itself is established upon a fixed principle, its fundamental course of operation must be conformed to; otherwise, the system fails to produce according to the potential capacity with which it is charged.

Conditions admit often of special changes where demands revoke certain systematic principles, but these are merely of an economic character and a matter of local discharge.

No better example of systematic industrial operation exists having a fixed principle, a

fundamental course, than that of the railroads. Each department is a bearing for the others either higher or lower. When proper effort fails in one, the other, to some extent, fails. Railroad industry is one great effort toward answering a universal demand,—service and efficiency; intelligence in every branch directing effort to accomplish that end may be defined as the highest and most important duty with which the management and operative forces are charged.

The "pull together spirit" will win and bring to universal view the proof of the task and invoke the commendation of every public interest. Intelligence required to effect safe transport of traffic over a division cannot direct effort and efficiency in moving that traffic through terminals; intelligence required to maintain the highest standard of motive power cannot direct effort and efficiency in devoting that power to its maximum effort in hauling

traffic. Each department must proceed upon its own fundamental principle of operation and embrace all the particular interests connected with that department in order that its characteristics may be maintained and its maximum efficiency obtained. A body having members cannot function normally without the use of all those members. When one suffers the loss of an arm, that portion extracted is no longer an arm, but matter which once served the function of an arm. Likewise with an organization having the characteristics of a railroad,—the man or department who fails to function becomes a portion of that organization which once served its interests.

Failure results where effort is absent; effort and failure result where intelligence fails to direct, and conformity to the one and only principle of doing things which have but one fundamental course of performance is neglected. Neglect of proper effort where intelligence will guide in the performance of any task commands a verdict not unlike the wit of jesting Pilot when he stood before Divine Intelligence and asked: "What is truth?"

One often fails,* because his effort to do a thing, perhaps, is not predicated by a previous experience in that particular thing; failure in this respect often creates an entrance for suc-

cess in a future effort, and his failure by no means reflects his best judgment. One's ability to do things cannot be fully decided upon until his capacity is tried in the various emergencies of his department and no improvement is discovered in his judgment.

The recent accomplishments of our system during the previous period of disintegrating agencies, bespeak the character of intelligence and loyal effort of all who had part in making the Illinois Central a successful unit of operation. Success is the final proof of intelligent effort, and no greater bearing exists toward making any undertaking a success than co-operation, where departmental forces are dependent upon each other for an intelligent starting point.

A railroad system represents the proposition that the whole is equal to the sum of its parts and not greater than the sum of its parts. Obedience to necessities of the department beyond a particular phase of work, and the application of intelligent effort toward reducing lost motion, is an expedience worth while when the fact occurs that each employe is in some measure a part of the unit which cannot exist with success without the efficient function of its parts.

Dedicated to the Operators "X" Office, Chicago General Office

The Third Thrick Blues By M. E. Hovey, Third Thrick Operator

'Twas early in September, one morning in
July,
I sure was feeling rotten, I thought that I
would die.
The clock was slowly passing, that blessed
figure eight,
While all the brass was pounding, and the
first trick lids were late.

We beat it from the madhouse, our minds to
put at ease,
And strolled into a hash shop, our appetites
to please.
We bought a daily paper, the latest news to
read,
And listen to the moanings, and the smell of
rotten cheese.

Jenks says, I'll have a plate of beans, with
ketchup spread like lava,
While Hillis says, bring on the cakes, and
half a keg of java.
I thought that I would try it, as I could
stand it too,
So told the Greek to cut the buck, and have
the chef "fry two".

At last the bell it jingled, to show our feed
was done,
While the Greek went back and got it, and
came forward on the run.
He spread it out before us, the eggs, the
beans and cake,
If I had wanted to kill myself, I'd rather
tried the lake.

Eggs that I was acquainted with, and eggs
I didn't know,
Why one of those blame eggs I got, had
really learned to crow.
Those beans they sure were awful, and they
wasn't even hot,
When they hit poor Jenks' stomach, sounded
like number four shot.

Then Hillis tried his java, and boys he sure
turned pink,
That coffee never saw a pot, it came from the
kitchen sink.
The cakes were made of leather, and as
springy as a bed,
You might as well have tried to eat, a pail
of pure white lead.

We all picked up our cash checks, and started
for the door,
The other guys looked done for, and believe
me I was sore.
But the sad part of our story, I yet have left
to tell,
It wasn't the eggs, the beans or cake, but the
cashier's desk was hell.

I dropped my check upon the floor, near a
little bit of water,
And a guy stepped on it with hob-nail shoes,
punched out a buck and a quarter.
I saw they were bound to get us, so we soon
retired from there,
We all laid down a ten buck bill, and got
back street car fare.

LET GEORGE DO IT.

By T. M. J.

This needs no introduction,
It's no story, it's no song.
The man that leaves it for George to do
Is absolutely wrong.

You can put him on the slacker's list
And tell him to beware;
Also, that his rating
With others don't compare.

Of course, he thinks he's getting by,
The cost to him is naught,
But when the day of reckoning comes
He has another thought.

"TELL HIM NOW"

The following verse recently appeared
anonymously in "*The Hibernia Rabbi*":

"If with pleasure you are viewing any work
a man is doing,
If you like him or love him, tell him now;
Don't withhold your approbation till the
parson makes oration,
And he lies with snowy lilies o'er his
brow;
For no matter how you shout it, he won't
really care about it;
He won't know how many teardrops you
have shed.
If you think some praise is due him, now's
the time to slip it to him,
For he cannot read his tombstone when
he's dead.
"More than fame and more than money is
the comment kind and sunny,
And the hearty, warm approval of a
friend.
For it gives to life a savor, and makes you
stronger, braver,
And gives you heart and spirit to the end.
If he earns your praise, bestow it; if you like
him, let him know it;
Let the words of true encouragement be
said;
Do not wait till life is over and he's under-
neath the clover,
For he cannot read his tombstone when
he's dead.

The Recent Salvation Army Drive

During the recent Salvation Army drive, the employees of the Illinois Central Railroad in Cook County subscribed to that fund \$2,478.85. This is a showing that, we are informed, was not reached by any other railroad in Chicago. The employees are to be congratulated upon their liberality in subscribing to this very meritorious fund.

MECHANICAL ENGINEER'S OFFICE

In the recent Salvation Army Drive, the Mechanical Department contributed \$503.02.
Out of this figure:

Shop Superintendent Department, Burnside.....	\$409.02
Engineer of Tests Department, Burnside.....	8.00
Electrical Engineering Department, Twelfth Street.....	39.50
Chief Clerk Department, Twelfth Street.....	26.50
Mechanical Engineering Department, Twelfth Street.....	20.00

One extra word for the Mechanical Engineer's Office. The \$20 was contributed by twenty employees. The Salvation Army called for \$1 per person; therefore the department is 100 per cent.

Everyone knows of the sorrowful conditions existing in Vienna, Austria. The Mechanical Engineer's Office has decided to adopt an orphan; that is, to provide the child with housing, good food, education, medical and dental care. Possibly with the next issue of this magazine we will be able to give the name, address and age of the department's foster child.



DEPARTMENT OF STATIONS & TRANSFERS

Use Safety First in Freight
Handling and
Reduce Number of Claims

STOP: Receiving freight improperly marked,
packed and crated.

LOOK: Carefully after the loading and stowing of
freight.

LISTEN: Attentively when marks on shipments are
being called.

Mr. Agent: Give close supervision to the
handling of both carload and
L. C. L. freight.

**Mr. Receiving
Clerk:** See that all L. C. L. freight of-
fered for shipment is properly
prepared, by being packed and
marked as required by the rules
of the classification.

**Mr. Delivery
Clerk:** Obtain proper receipt at the
time of delivery. Make nota-
tion showing actual damage,
"if any".

Mr. Stowman: See that your cars are properly
prepared and cleaned, that
freight is carefully stowed.

Mr. Bill Clerk: Give attention to the correct
and proper billing of freight
to insure its reaching.

Division News

Paymaster's Department

Lightning never strikes twice in the same place, but Santa Claus has no such rule. Mrs. M. Mangerson found a beautiful engagement ring in her stocking December 25th. Mrs. Mangerson blushing admits that Mr. A. L. Rolff, of Mr. Blaesses' force, is the man who got set back.

BAGGAGE AND MAIL TRAFFIC

Mr. F. A. Barr, of the Baggage & Mail Traffic Department, Chicago, spent Christmas with his parents at Blountsville, Ind.

Miss Ellen Nyquist was pleasantly surprised on December 16th by the employees of the Baggage & Mail Traffic Department, Chicago, at a party at which she was presented with a mahogany floor lamp for use in the apartment she is soon to occupy as a bride. Although Miss Nyquist is the first from this department to enter the field of matrimony, we believe others are planning to follow—this no doubt due to the Leap Year now closing.

Miss Nyquist has been employed in this department since January 9, 1918, and her many friends regret having her leave the service of the company.

Mr. H. W. Phillis, of the Baggage & Mail Traffic Department, Chicago, had as his guest for two weeks Miss Ida Verdon, secretary of the Cosmopolitan Magazine, New York City. Miss Verdon was secretary of the American Red Cross in Rome and was closely associated with First Lieutenant Louis I. Phillis, of the Air Service, who was killed at Tours, France, during the recent war. Mr. Louis L. Phillis, prior to his connection with the military service, was employed during the summer months with the Valuation Department of the Illinois Central Railroad.

We regret that Mr. Fred Laenhardt, chief mail clerk, Central Station Mail Room, has been compelled to take an indefinite leave of absence on account of ill health. We trust he will soon be able to again resume his duties in the mail room.

Mr. Frank Farley, mail wagon messenger, has been absent from duty due to an accident which resulted in dislocation of a bone in his elbow. After his recovery from this injury he had more bad luck. Upon getting ready to report for duty he found his closest companion (the Ford) refused to obey his will, thus causing him another day's absence.

Miss Mildred Fairfield, stenographer in the Baggage & Mail Traffic Department, Chicago, spent Christmas with Miss Agnes Woodward at Odin, Ill. A pleasant time was reported.

SIXTY-THIRD STREET

The Bowling League has now completed its eighth successful week with "Kid" Calloway, anchor man of the Freight Claim team, at the top in individual averages, and unless he breaks his arm, he will continue at the top for some time. He certainly is a star of the first water and could easily hold his own in any league in the city. He is followed by his team mate, Tersip, and it is mainly through their efforts that the Freight Claim Agent's team is leading the league.

The race is now tightening up, for the reason that the experimenting period is past. Nearly every team had to take a chance on at least one and in some instances two players.

E. O. Rourke is the high individual man on the A. S. A. team and only for his association with a few dubs for the first few weeks he would now have an average of 180. He is improving with each game and we all expect him to get a 700 series before the season ends. Hulsberg, Lamon, Bansmith and Swanson are all 165 men, so all other teams better watch our smoke, for unless you all pick up, we will be saying "Where you all going, honey?"

Pierce, Bodie and Hengles are all stars and are striving vainly to overcome the fast traveling "Lawshe's" and bring honor to the Aud. Pass. Repts.

Dols, Heimsath and Smith are getting plenty of wood and are bound to be near the top, but not on the top as you all know that A. S. A. means "All Stars Ahead."

Art Devitt, anchor man of A. F. R. team No. 2, committed matrimony December 7, 1920, at St. Cyril's church and left for an extended honeymoon in Colorado. I guess his bowling days are over, for this winter anyhow. How about it, wifey?

McKenna is severely handicapped by the loss of this man and unless Art can get away I feel sorry for McKenna. Busse, and the two old war horses, Moyer and Geissicke, are knocking 'em dead. Come on, Art, get busy.

Mrs. Lamon is a regular attendant at the games, coming all the way from Cicero to see her "Bill." Mrs. McKenna also attends regular, but she does not seem to be as good a mascot as does Mrs. W. J. L. as you can see by standing of teams.

Jimmy Broderick, of the A. F. R. No. 3, is thinking seriously of quitting bowling and going to Cuba for the winter. He said to play the horses, but he didn't seem to be so interested in horse races all summer.

Mrs. Cecil Callarman, formerly Miss Flossie McGhee, gave birth to a fine 7½ pound baby girl, December 7, 1920. Mother and daughter are both doing fine.

Leo Palmer tried his hand at bowling but after playing one game of 52 and nearly breaking his fingers, gave it up as a bad job. Didn't he, Murphy?

Tom Heath is bragging so much about the North Side since the new bridge was constructed connecting them with America (South Side) that nobody can stand him now. However, you cannot blame him, as he probably has the same feeling that any foreigner has on seeing the Statue of Liberty. How about it, Doc.?

Joe Murphy, our accountant, is very popular with the ladies, but they don't seem to interest him very much as he and Leo are kept pretty busy these days. Leo don't even get much time to "shake the shimmy." He was seen at the Union dance at the Midway Gardens, December 10th and some of the girls thought he was a contortionist.

Below is the league standing, December 14, 1920, and also the first ten bowlers:

Team	Won	Lost	%	Total Pins
Frt. Claim	16	8	667	19171
A. S. A.	15	9	625	18497
A. P. R.	15	9	625	19526
A. F. R. No. 1	13	8	619	16813
A. F. R. No. 2	8	13	380	15988
A. F. R. No. 3	2	22	83	17020

Name	Games Played	Total Pins	Average
1 Calloway	24	4430	184 1/6
2 Tersip	24	4322	180
3 Busse	15	2610	174
4 Pierce	24	4147	172 19/24
5 Chalup	6	1031	171 5/6
6 Dols	21	3585	170 5/7
7 Smith	21	3568	169 19/21
8 O'Rourke	24	3998	166 7/12
9 Bodie	21	3426	163 1/7
10 Hengles	18	2927	162 11/18

FORDHAM, ILL.

The Fordham Pleasure Club played their third bowling match against the South Water Street Wonder Club on Sunday afternoon, December 5th, at 2:30 o'clock at Bensinger's alleys, 29 West Randolph Street, on alleys 11 and 12, and emerged with their third consecutive victory against their opponents. The South Water Street team brought along a rabbit's foot for luck, but without good bowling it did not help very much, as will be seen from the score shown below:

Fordham Team

Hybl	171	278	169	618
Husband	111	154	120	385
O'Neill	121	162	125	408
R. Thiem	104	115	142	361
Broderick	142	178	159	479
	649	887	715	2251

South Water Street Team

Charbeneau	124	98	110	332
Murphy	139	147	135	421
Roth	101	194	142	437
Schafner	169	136	140	445
H. Thiem	183	181	165	529
	716	756	692	2164

The feature of the game was the shooting of our lead-off man, Hybl, who, in the second game, ran out a string of nine straight strikes, and averaging 206 for the three games.

Credit must be given the South Water Street team, however, as their four last men totaled more pins than the last four men on the Fordham team, our anchor man being the only one to give his man any opposition. However, the breaks of the game were against our other bowlers, who shot in hard luck, railroads stopping them quite often.

Our next opponents will be the South Water Street local office team. We would be very glad to hear from any teams along the system. East St. Louis and Fort Dodge take notice.

Six Victories out of six match games is our record.

On Sunday, December 12th, at 2:00 p. m., Fordham Pleasure Club bowling team defeated the South Water Street Clerks at Bensinger's Monroe alleys. The following score indicates that we did not have a "walk-away," as it was a very close game, we winning by 30 pins.

Fordham Pleasure Club

Hybl	150	170	108	428
Husband	176	152	157	485
O'Neill	151	201	158	510
Thiem	178	132	195	505
Broderick	180	157	141	478

Total Pins835 812 759 2406

South Water Street Clerks.

Finerty	144	158	138	440
Gleason	153	133	184	470
Dan	146	195	155	496
O'Brien	157	143	194	494
Murphy	148	191	137	476

Total Pins748 820 808 2376

Might add that we were defeated until the last frame, but, as usual, we made a strong finish.

Expect in the near future to give them a return match, as they are satisfied that they can defeat us, but we are confident that we are going to foql them.

ST. LOUIS DIVISION

In view of the recent campaign started to secure more news, photographs, etc., from the Illinois Central System, as a whole, I wish to submit the following news items

and pictures for insertion in the next issue of the magazine.

Early in our childhood the instinctive desire for pictures begins to assert itself and am sure his characteristic will not have gotten so far extinct in anyone on the system that he will not like to look at these pictures.

Centralia Terminal is, in every sense of the word, entitled to be classed in the BIG TERMINAL CLASS; and due to the ever increasing volume of business at that point, it was not long since found necessary to construct a hump yard, and it now enjoys the distinction of one of the best equipped all around switching yards to be found anywhere.

In order that more comprehensive idea may be had of the operation of Centralia Yard, there are attached a number of photographs of office buildings, engines, crews, etc.

It is now desired to say a word about the freight and passenger facilities at Centralia. The volume of traffic has become of such proportion in recent years that it has so completely outgrown the old facilities that new quarters were an absolute necessity, resulting in the erection of a commodious freight and passenger station, which, no doubt, will be adequate to handle business at Centralia, for a number of years to come.

By his foresight and ability to forecast future happenings, perhaps partly reflected in the light of the past, Track Supervisor R. Thetford, Mounds, Ill., was recently instrumental in crediting to the account of the Illinois Central a nice little item, and, perhaps, happening just in the month in which it did, it might be considered a Christmas saving. This is how it was done: On December 14, 1920, near Mile Post 359, Train No. 21 struck a black bull, injuring him, but in compliance with the law governing trespass, Mr. Thetford had acted in the wisdom of a good business manager and notified the owner of the illegality of using right of way lands for pasturing purposes, and at time of injury to the animal had no difficulty in securing the release of the railroad company from any responsibility for damage sustained to the bull.

Mounds, Ill., on the St. Louis Division, is in a very unique location, because of the fact it is located just north of the Ohio River, being the first big freight terminal north of the Ohio, which serves as a dividing line between northern and southern lines; also Mounds is distinguished as a rebill point and one on which many rates break.

With this little introduction as to where and what Mounds is, I wish to acquaint you with a few of the many interesting facts in connection with what is going on at that terminal.

There were reconsigned 5,746 cars for a

period from January 1, 1920, to November 30, 1920, inclusive, the heaviest movement being in February, when 876 cars were reconsigned and the smallest number reconsigned was in November, there being 163 cars.

Mounds has one of the largest ice plants on the system and in order that some idea may be had as to the volume of this ever increasing business handled, will say that in 1918 there were 27,949 tons of ice used in icing cars, in 1919 there were 28,782 tons used, and from January 1, 1920, to October 31, 1920, there were 33,281 tons used. Allowing seven cakes to the ton, each cake having a length of from 2½ to 3 feet, and if placed end to end would reach a distance of about 115 or 120 miles, or a little further than from Cairo to Centralia.

To give a little further idea as to this business at Mounds, wish to say that in 1918 there were 19,078 cars iced; in 1919, 20,563 cars iced, and from January 1, 1920, to October 31, 1920, there have been 22,639 cars iced.

The heaviest month for icing is May, and for that month, 1918, there were 3,482 cars iced, and for the same month, 1920, there were 4,393 cars iced.

At Mounds there is also a big fruit shed through which are four tracks holding about ninety cars. This fruit shed is operated in the interest of the Fruit Dispatch Co. From January 1, 1920, to November 30, 1920, there have been handled through Mounds' fruit house, 12,487 cars of bananas.

At Mounds there is also located a sugar house which has formerly been operated in the interest of the American Sugar Refining Co., but just at present this building is leased by the International Harvester Co., which company uses the house for storing of sisal. This product is received at Mounds from New Orleans, it coming to New Orleans from Havana and other points in the tropical zone. The sisal is shipped from there about the month of May to points in the North, East and West for use in making binder twine and rope, etc. The International Harvester Co. now have 145 cars in storage, making approximately 10,200 bales.

Belleville, Illinois, is located about fourteen miles out of St. Louis, Missouri, and through this little city of 25,000 industrious and progressive inhabitants, the Illinois Central Railroad runs, among its many trains, a No. 205, which I must not forget to say is a St. Louis Division train. On this particular train December 12, 1920, there was a Conductor, (everybody on the St. Louis Division knows him—well I was about to say everybody on the System knows him, but lest some do not, I wish to introduce Conductor W. F. Griffith. What I was going to say is that on the above date, he did a very courteous and gentlemanly act, for which he was applauded by all who wit-

nessed it. A lady with a baby in her arms reached the station late and came very near missing the train. Conductor Griffith saw this and ran to her assistance, taking the baby and carrying it into the train while the lady went to the ticket office to purchase her ticket. Upon her arrival on the train it was with much reluctance that Conductor Griffith surrendered the baby to its Mother. Notwithstanding all the rest that his act typifies, it also indicates that the glow of paternal love is still burning brightly in the breast of Conductor Griffith.

Direct mention has been made pertaining to Railroad matters at a few points on the St. Louis Division, but I now wish to make mention of some of the natural resources with which St. Louis Division is so richly blessed.

There is no other section of the Country that excels in any great measure, the St. Louis Division territory in the production of soft coal: For example, Old Ben Mines No. 8 and No. 9 have a daily rate of 115 cars each; Orient Mine a daily rating of 137 cars. These three mines are located in vicinity of West Frankfort. There are still many other big mines distributed over the division. With these facts in mind, it would go without saying, that the Illinois Central enjoys a splendid proportion of this coal traffic.

The present and future prospects for the mining and shipping of fluor spar, another one of St. Louis Division natural resources, must not be lost sight of. At Rosiclare, on the Golconda branch, is located the largest fluor spar mines in the world. This fluor spar product enters very materially in the production of steel, glass, and various industries. The revenue derived from the handling of this product is at present no little concern, and the outlook for the future in this business is very encouraging.

The prospects for lead and iron mines in this same locality, Rosiclare, is coming more and more to the front each day, and with the almost inexhaustible supply of coal, as fuel, in this same locality, it is only a question of a few years, because it has already begun, until the lead mines and iron foundaries will be operating on scales of great magnitude.

SPRINGFIELD DIVISION

Clinton Shop

The improvements at this place have been completed and has greatly increased the appearance around the shop. These improvements consist of enlarged roundhouse, new drop pits and a new turntable. We were all very glad to get this work done before the winter weather set in.

General Foreman F. J. Holsinger and family spent Christmas and the holidays with relatives in Freeport.

Hansford Tatham has returned to work after a week's illness, said to be blood poisoning.

The first snow of the season came recently and several of the boys went hunting. All report plenty of game, especially rabbits. Mr. Barlow, of the blacksmith shop, was out for awhile and got his share, and made the general foreman a present of a few.

Jasper Stevenson, fire builder, and his wife are spending a few days at their home in Central City, Ky., and attending to some important business.

Roundhouse Clerk Howard expects to take a few days' leave about Christmas time. He will spend the time in Chicago with relatives.

Lyle Fisher, third shift roundhouse clerk, has returned to work after being absent about two weeks on account of the serious illness and death of his father, Engineer R. F. Fisher.

Otis Putnum, machinist, spent New Year's Eve in Springfield with friends.

Machinist Carl Glenn has returned to his duties at this shop after spending a few weeks at La Junita, Colo.

James H. Gatchell is said to be gaining very rapidly in the Warner Hospital, after his accident with Foreman Taylor, whose auto struck him while on his way home to dinner.

Geo. Botkin, turntable operator, has been granted a three months' leave of absence, and left last Wednesday to spend the winter with his son in Los Angeles, Cal. His place is being filled by Benjamin Patterson.

Geo. Hayen, labor gang foreman, spent New Year's with friends in Venice, Madison, Granite City, St. Louis and Franklin Avenue.

William Fry has returned to his duties at the coal chute after being absent on account of contracting a severe cold a few days ago. He was relieved by Wm. Johnson.

Miss Gladys Westerholt has accepted a position in the master mechanic's office as stenographer. Miss Westerholt graduated from the Clinton High School with the class of 1920, and since that time has been working in the county clerk's office.

An eight pound daughter was born to Mr. and Mrs. Clarence H. May on the 14th inst. Mr. and Mrs. May were formerly in the master mechanic's office at this place. The baby has been named Dorothy Hester.

Road Department

Rodman J. W. Staehle spent Christmas at his home in Memphis, Tenn.

Hunter and Albert Russell, sons of Roadmaster and Mrs. Russell, who have been attending school in Benton Harbor, Mich., arrived in Clinton to spend Christmas with their parents.

Section Foreman Charles McKinney and family spent Christmas day at Lutz's Spur, Ill.

Signal Foreman Yeager visited his mother in Burlington, Iowa, during the holidays.

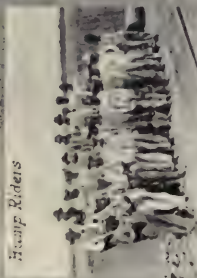
Hump Engine and Crew



Train of 34 cars of bananas in A.F. yards



Hump Riders



Trainmasters, yardmasters & clerks



Clerks, Storekeepers Dept



Accountants Force
Master Mechanics Office



Office Force & Yard



On the Hump



Clerk, Mechanical

Centralia Ill.

Signal Maintainer Clark and family spent Christmas with relatives in Litchfield, Ill.

Mr. Charles McAdams, who is employed in the office of General Superintendent Williams at Waterloo, Iowa, visited friends in Clinton Christmas.

Mr. Wm. Hastings, bridge and building carpenter, spent Christmas at Lane, Ill.

Instrumentman W. J. Apperson spent Monday in Bissell, Ill., on company business.

Mr. Harry Miller, clerk in roadmaster's office, visited in Chicago over the week end.

Roadman M. M. McClelland spent Thursday in Moweaqua on company business.

Roadmaster W. E. Russell attended Expense Meeting in Chicago, December 27th.

Miss Geraldine Reynolds, stenographer in roadmaster's office, spent New Year's with friends in Bloomington, Ill.

Superintendent's Office, Clinton

Dispatcher H. S. Macon has been off duty the past week on account of illness.

Operator O. S. Jackson worked several days at Rantoul last week, relieving J. R. Thorne.

Operator T. A. Gilliland is taking a few days' leave of absence.

Agent W. E. Allison, of Vandalia, has been on leave of absence, spending his time in Texas looking after oil interests.

Miss Jennie Gleadall and mother spent Christmas with relatives in Peoria.

Miss Elsie Vollrath, Miss Julia Coffey and Miss Madaline Bradley spent Christmas with home folks.

Miss Della Morrison spent Christmas with relatives in Rantoul.

INDIANA DIVISION

Superintendent's Office

Heartiest greetings for 1921!

Seems everybody had an enjoyable Xmas, even Time Keeper Stephenson, altho, "the depths of despair" threatened when the turkey he had so carefully nurtured, simply "shuffled off" a few days before the 25th.

One of our force, Eugene Watts of the Accounting Department, celebrated Xmas day by taking unto himself a wife, Miss Alice Galbreath of Charleston, Ill. Congratulations and best wishes.

Miss Lucille Yount of superintendent's office entertained during the holidays with a pretty party, the old time "grab bag" being an Xmas feature of the evening. Those present were: Mrs. Laverne Mitchell, Misses Catherine Stephenson, Noriene Quinn, Marguerite Smith, Cora Tiffany, Victoria Gustafson, Essie Reams and Florence McShane. We have decided from Lucille's artistic table and house decorations that her talents embrace more than stenography. The party also brought to light other talent, when it developed we had an aesthetic dancer in the crowd, in the person Catherine Stephen-

son, who should be entertaining big audiences.

Is it just the Xmas spirit, Mr. Crane, that's the cause of that big broad smile, or might it be because she didn't like Detroit, and has returned to our own Mattoon to reside?

While we're all glad to see Essie going to the land of flowers, we're mighty sorry to lose her around the office, if only for a time. That disposition, Essie, is the next thing to unbelievable. We wish you happiness every second while you are away from us, then hurry back. (Miss Reams has taken a three months' leave of absence, which she and her sister will spend in Los Angeles.)

We have a new "Grandpa" around our office, Train Dispatcher J. W. Bledsoe just getting the news from his son Robbins in Wisconsin. Anybody'd be glad to have this Grandpa.

Our Asst. chief clerk is "some sport!" Earl has just invested in a home out in the new Eastern Addition of Mattoon, which will be occupied by his parents and sisters, in the near future. We're coming out to visit, Earl.

Speaking of 1921, we'd like someone to tell us how to get such a beautiful collection of calendars as Miss Gustafson, clerk to Train Master Keene, has. Every time we enter that office, there is another beautiful one tacked up that someone just deposited.

The Accounting Department has at least been invaded by the feminine gender, heretofore no one but MEN taking care of "the figgers." Miss Naomi Bailey is the precedent starter, and we're all glad to see "Women's Rights" acknowledged. Even the accountants, who weren't quite sure of themselves before, have flopped over and agree (as we knew they would in time) that the above variety can help as well as hinder.

We're short on stationery the last few days. Someone suggests that we write agent Ward at Indianapolis and ask him what he knows about it. Come again, Mr. W. we like to see that smile.

Isn't our Acct. Dept. unduly interested in chief dispatcher's office? We'd like to know. How about it, Gawge?

Mr. Roth, Superintendent, is taking a week's vacation, and with his family, is spending the time in Nebraska with his mother, and in Iowa, where his daughter resides.

Anyone wanting popcorn that is the best ever, should see Mr. J. B. Brumleve, of the Bridge & Building Office, Mattoon. Mr. Brumleve, with some others, raised popcorn last summer back of the B. & B. office, and we know (as Janitor Tom says "FOR A FACT") that it can't be beat. We've tried it, and can't say enuf in praise of it.

Chicago, who-oh-who wrote the little "Mary Walters of Mattoon, Ill.," story in the last issue of magazine?

Indiana Division Employees, there ought to be a heap of things happening that are of interest to us all, and beginning with this month, a number of correspondents have been appointed to send in news items. Anything you want to appear in the magazine, won't you please see that it reaches the particular correspondent of your Department so it can be forwarded to Superintendent's Office by the 25th of the month? Let's get busy and have a real write-up for our Division each month!

We'll Say He Could

John Trott, the genial passenger conductor of the Indiana Division, was bringing his run out of Peoria one night in the good old days, after a big Celebration, a Pekin band occupying most of the seats in the smoker. The last man, next to the baggage compartment, was a big, fat bass drummer, in a drunken stupor. He frisked all his pockets but found no pasteboard, finally remarking "wonder where's dat damn ticket?" John wanted to preserve the peace, and exercising the patience he is noted for remarked "You couldn't have lost it, could you?" "De hell I didn't," remarked the drunken bass drummer "I lost my bass drum."

Train Master's Office—Mattoon, Ill. Mattoon-Peoria District

Conductor Fred Maxwell who sustained injury at Emden, Ill., December 6th has reported for duty. We are glad to have Conductor Maxwell with us again.

Brakeman A. Guess and wife are planning to leave about February 1st for a visit with friends and relatives in St. Petersburg, Fla.

Chief Yard Clerk J. R. Baird of Evansville, Ind., and wife spent a few days with friends at Mattoon recently. While at Mattoon they were guests at the home of Mr. and Mrs. J. R. Edington.

Another chance gone for the fair sex. Our very popular bachelor friend, Yard Master P. H. Sheedy, of Evansville, Ind., has taken unto himself a wife. They spent their honeymoon at New Orleans and other southern points. Here is wishing that the future may have nothing but happiness in store for "Pat" and his wife.

Yard Master V. Haynes of Pekin, and family spent the holidays with home folks at Mattoon.

Yard Clerk Glen Foote of Mattoon has taken an extended leave of absence which time he is spending in the orange groves of California.

Conductor C. H. Wright was called to

St. Louis Christmas Day on account of the serious illness of his sister.

Judging from the smiles on the faces of our trainmen, Santa Claus played fair with all.

R. G. Stephenson has been employed as switchman in Pekin yards.

Operator Jerry Robertson of Olney, Ill., has returned after a two weeks' vacation. He was relieved by Operator Sharp.

According to word received from Conductor H. T. Harper, who is in Gate, Okla., for the benefit of his health, he is getting along fine and his many friends are looking forward to his early return.

Switchman Leslie Also and family of Pekin spent Christmas with home folks at Mattoon.

Donald F. Quiett has been employed as Switchman in Mattoon Yard. "Don" was formerly employed as Yard Clerk at Mattoon. We are glad to have "Don" with us again. He still wears his usual smile and has a cheery word for all.

Brakeman L. W. Mullnix has reported for duty after being off account illness.

Yard Clerk H. D. Crouch and family of Mattoon spent the holidays with relatives at Greenup, Ill.

Engine Foreman John Gerbing and wife are spending a few days in Chicago. We all know that "John" will trip the light fantastic while gone, to the jazzy strains of Chicago's Best.

Now that the snow has started to fall, our renowned hunter, Switchman C. W. Lockhart of the Mattoon yards, and his gun are pals, and the rabbits stand a poor show to get away after Carl once aims.

The new yard office at Mattoon is now ready for occupancy, which accounts for the smile worn by the Yard Masters as well as Yard Clerks.

Conductor M. Odea plans to leave within a short time for an extended visit in the south, joining his family, who have been there for the winter.

Train Master's Office—Palestine, Ill. Indianapolis-Effingham District

The men on the Indianapolis District received for their Christmas present a new business of 175 or 200 cars of coal daily from the C. T. H. & S. E. at Linton, Ind., for points east of Indianapolis. If this business is handled successfully it will be permanent.

Yard Master R. H. Browning and wife of Palestine have been called away on account of serious illness of relatives, Conductor W. E. Bratton is acting as Yard Master during the absence of Mr. Browning.

Conductor C. B. Haywood has taken sixty days leave of absence and is accompanying his wife on a trip to Florida for the benefit of his wife's health.

The wife of Agent Clensy, Helmsburg, Ind., underwent an operation in hospital, Indianapolis, December 15th, and is reported as getting along nicely.

Yard Clerk Meyer, Indianapolis, is making frequent trips over the L. E. & W. this Fall, it is rumored that some young lady is the cause of it.

Yard Engineer McFall met with a painful accident December 20th, while riding on a truck with his brother-in-law, in turning a corner Mr. McFall became overbalanced, falling off onto pavement, breaking a rib and being badly bruised,—we hope he soon recovers.

Agent Feldman at Dugger is being relieved temporarily by extra Agent Scott.

Rumor has it that Engine Foreman Duncan, Indianapolis, has an interest in the Movie Business; how about it Stoy?

Road Master's Office

Supervisor T. J. Flynn and Clerk Mr. Adams, of Palestine, Ill., spent Thursday, December 23rd in Mattoon. This was Mr. Adams' first visit to the Division office and we understand our girls were very much impressed with his appearance. Better watch your clerk, Mr. Flynn.

Miss Cora Tiffany, Road Master O'Rourke's secretary, spent Christmas with home folks.

Mr. E. E. Batson, Road Master's chief clerk, spent Christmas at his home in Carbondale, Ill.

Supervisor J. C. Crane has just returned from a most pleasant and well earned vacation spent in Michigan.

Chief Dispatcher's Office

Miss Norienne Quinn, our sylph like tonnage clerk made a flying trip to Chicago Christmas day, but for some unknown reason dropped off at Kankakee and we are all wondering why she is back on the job this morning.

Mr. C. V. Whitesitt, second trick operator, spent his Christmas holidays in Indianapolis. We all think Whitey believes in the old saying "Two can live cheaper than one" and are patiently waiting his or their return.

Mr. E. H. Werth, Car Distributor, spent a merry Christmas at the office.

Mattoon Shops

Mr. C. T. Miller, Blacksmith Foreman, and wife will spend Xmas in Indianapolis with their son.

Mr. E. Morrison, Fireman, and wife will spend the Holidays in Cuyahoga Falls, Ohio.

Mr. A. D. Bullock, Time Keeper in office of Master Mechanic Bell, has returned from Nevada, Mo., where he was called on account of death of an Aunt.

Aubrey Tate, Clerk in office of Master

Mechanic Bell, will spend the Holidays in Chicago.

Miss Harriett Bledsoe, Stenographer in office of Master Mechanic Bell, spent the Holidays in New York City.

Mr. G. W. Brunson, Chief Accountant in office of Division Storekeeper, will spend Xmas in Paducah, Ky.

Mr. Jas Wallace, General Stock Keeper at Mattoon Store House, and family have returned from a visit among the cows and "chickens". Mr. Wallace says he likes the "stock" on the farm better than the "stock" on the shelf.

Mr. R. E. Downing, Division Storekeeper, and wife will spend Xmas in Chicago with Mr. Downing's mother. If "Roy's" mother had known his capacity for Turkey, she would not have extended the invitation to her "wandering son".

Evansville, Ind.

S. M. Peerman, tracing clerk, is enjoying a week's vacation at home.

Mr. B. T. Breckenridge, assistant general freight agent, Louisville, Ky., was in the city yesterday. Come again, "Breck," we are always glad to see you.

Now that leap year is fast lapping into history, we have given up all hopes of ever establishing new homes in Evansville from local "chances." Girls, we have only one eligible bachelor left. The ravages of leap year have left us with a depleted stock of this species. However, we are in a position to offer you one fine, all wool, yard wide young bachelor, guaranteed to please or your money back. We are forbidden to mention his name, but mail addressed "Chief Clerk, to General Foreman," will reach him.

Margaret, are we going to get one of the hemstitched handkerchiefs from Santa Claus?

Arthur Weber, formerly connected with W. H. Small & Co., has joined our happy family. "Welcome to our city, Arthur."

Answering the Telephone

A. W. Walling, Evansville, Ind.

At this time, when each railroad is endeavoring to secure new business, and to hold present customers, much depends on the individual employee. If a shipper deals mostly with the yard clerk, the clerk he talks with represents the railroad to the shipper. He is the railroad and on his courtesy and efficiency depends future business, and the retaining of present business.

Most of us, when we answer the telephone, are a little careless of the tone we assume in answering. A gruff "Hello" or a snappy "Well?" often makes the caller feel repulsive to the railroad. The soliciting agents can secure new business, but if his efforts are not backed up by the co-operation of local office men, his efforts are wasted. The majority of people are not familiar with

the systems used by railroads, and they are entitled to a clear explanation of any question they might ask. About one-half of our business is conducted over the telephone, and much depends on the way we answer our phone. In answering, give name and then your title, and the shipper will know immediately whether or not he has the right person. "Ritter, claim clerk," sounds much better than "Hello, whaddya have?" This seems like a little thing, but it means a good deal to the shipper, and it's the shipper we want to please.

Bulletin

Evansville, Ind., Dec., 9, 1920.

All Stations, Transportation & Mechanical Departments, I. C. R. R. and Y. & M. V. R. R.

The Illinois Central Basket Ball team of Evansville issues a challenge to any team on the I. C. or Y. & M. V. system. Games to be played at Evansville or at city accepting challenge. For dates write, J. R. Baird, I. C. Local Freight Office, 6th Ave. & Franklin Street.

Indianapolis, Ind.

The girls of the I. C. R. R. freight office at Indianapolis and their friends were entertained at the home of Miss Irma Irrgang Saturday evening. Those being present were the Misses Nellie Craft, Marg Shirts, Loretta Mock, Mary Moriarty, Eleanor Stuckwish, Julia Moriarty, Marie Mock, Lena Schmoll, Ethel Woodall, Marg Clifford, Marie Irrgang and Ida Pollock. The girls were entertained by music, games and dancing.

Since the I. C. freight office has installed a rest room for the girls, they have equipped it with an electric grill and percolator and serve coffee to the whole force at noon. Not so bad, eh boys?

Saturday, November 13, brought the sad memory of the second anniversary of the death of A. W. Goble, former chief clerk at Indianapolis. The employes remembered his grave by the annual laurel wreath.

Among the many out of town guests attending the Indiana Notre Dame football game was C. R. Pleasants, agent, Bloomington.

Cashier A. B. Peterson, of Bloomington, paid the Indianapolis office a visit last week.

W. Ward, W. H. Rinehart, J. M. Guyon, E. J. Schmoll and Lewis Ward, from the local office, attended the meeting on Claim Prevention and Other Station Operation, called by superintendents of agents, C. J. Walker, at Bloomington, November 21.

Recognition of Courtesy

On Saturday afternoon, December 11, Mr. George A. Bruce, a business man of Olney, purchased a ticket for his wife, Olney to

Chicago, assisted her to the train, but after departure of No. 222, discovered that he had failed to hand her the ticket. He immediately telephoned Operator L. A. Richards at Newton, explained the situation, and requested that he advance a ticket to Mrs. Bruce, Newton to Chicago. Mr. Richards complied with the request, personally standing responsible for the value of the ticket and a couple of days later received the following from Mr. Bruce:

"Mr. L. A. Richards, Operator,
"Newton, Illinois.

"Enclosed please find a check for eight dollars and twenty-six cents to cover your expenditure for the ticket from Newton to Chicago which you so kindly advanced my wife Saturday night.

"Thanking you very much for the kind favor, I am
Yours,

"Geo. A. Bruce."

The above reminds us of the ease with which little acts of courtesy may be extended and the appreciation they bring forth.

MINNESOTA DIVISION

Section Foreman M. Dwyer, of Cedar Falls, is on the sick list. Hope to see him among us soon.

F. Hardy, trainmaster's clerk, Waterloo, called on friends at Dubuque recently. It seems that he makes quite frequent calls, it must be a little more than friends.

Waterloo Freight

Charles Dickens says that on entering a city he was always impressed with the idea that each one of the darkly clustered dwellings contained secrets unknown to others. While we at the Illinois Central freight depot have been very quiet, it is not because we are dead. Fact of the matter is we are much alive and full of pep and readers will hear from us from time to time.

The Elks had a very brisk chase through Waterloo last week and succeeded in capturing Mr. F. Higgins, our agent, Charles Williams and Burdette Smith.

From all reports, Miss Agnes Miller, cashier, is enjoying her leave of absence, which she is spending in Los Angeles.

Ask T. J. Roemer how he likes to ride in Yellow taxis. He was in Chicago last week.

Miss Linna Gardiner, stenographer, spent Sunday with her sister in Freeport, recently.

Dubuque Freight

Mr. J. E. Allison has been very busy as chairman of the Baxter Heater Car service committee, working on the Minnesota, Iowa, and Wisconsin Divisions during the past two months. While out on the line he has also secured considerable business for our company.

Miss Ethyl Lassance is spending a pleasant three weeks' vacation at her home on Mertz street with the small pox. Members of the

office force who called on her recently were forced to communicate with the patient through the keyhole.

Joe Callaghan, the rate clerk, is becoming quite an authority on table etiquette. Ask him what kind of a spoon should be used in eating (drinking) soup.

Mable Legelin, our efficient bill clerk, spent Saturday and Sunday in Rockford recently. We can think of a hundred reasons why she should go to Freeport, but cannot understand why she chose Rockford, unless Freeport happened to be spending the week end there too.

A certain young lady in the freight house at Freeport suffered a severe disappointment when a certain young man, the only "red headed" car clerk in the Dubuque freight office, failed to attend a dance at the former place, to which he received an urgent invitation not long ago.

Miss Roberta Broell spent Christmas with friends in Des Moines, this being the second trip inside of three months. Can it be that she no longer finds her chief attraction at Dubuque?

J. E. Allison recently made an important business trip to Chicago.

Harold LeVan, who recently suffered an attack of small pox, has fully recovered, and is back on the job as accountant. Mr. LeVan is one of Miss Lassance's nearest neighbors in the office.

Gertrude McCarthy spent the holidays with her folks in Idaho and Montana.

Ray Herron's visits to Fort Dodge are becoming more frequent. We would advise you not to go so often Ray. Absence makes the heart grow fonder.

Mr. Thomas Ahern, who resigned his position in the freight office last February, called here during the past week. Mr. Ahern went from Dubuque to Wichita Falls, Tex., where he became interested in the oil and brokerage business. During the past few months he has been in New York City, but as his business there is now completed, he will return to Wichita Falls, where he will be engaged in public accounting work.

Dubuque Yard Office

"Watch your step and don't step on your watch."

The troop train from Camp Grant made some of the force feel kind of lonesome, had some difficulty keeping the G. Y. M. from boarding the train.

Switchman M. E. Taylor has resigned to accept service with the C., B. & Q.

Conductor Martin Buckley is still looking for connections.

New crossover at First Street is a big help, hope we will get one in west end of yard and make it 50-50. Now if we can secure an ouija board to help O. J. O. everything will be fine.

Clem Lyons, yard checker, has placed a mistletoe on the drop light. What's the idea?

Weather forecast, plenty of snow. Now M.



The Employee Who Saves Gets Ahead

OTHER things being equal, the employee who saves his or her money makes better progress than the one who does not.

When you save your money you prepare for the "rainy day" and when that day comes you do not have to worry. You thus can do a better day's work, even during times of stress.

To help you save your money you should invest your savings in H. O. Stone & Co.'s Real Estate Bonds. They pay double usual savings interest and are **absolutely safe**. We have a plan by which you may buy them on the monthly payment basis. Ask us about it. Write today for

Investment Literature No. C-1

H. O. STONE & CO.

111 West Washington St., S. W. Cor. Clark,
Conway Building, CHICAGO

(35)

Tappon, our speed king, can wear his new rubbers.

The volunteer fire department scrubbed the office last week. The effect was so great that Louis Christofferson walked into the baggage room by mistake.

This is our first attempt at reporting. If any bouquets, give them to Mac; if none, give to Nick Nillis.

MERRY CHRISTMAS—HAPPY NEW YEAR.

IOWA DIVISION

"Pat" Young, freight cashier at Iowa Falls, now on leave of absence, is wintering in California.

H. M. Anthony, claim agent, Fort Dodge, is planning on leaving for California within the next few days for the purpose of spending several months. He will join Mrs. Anthony in Los Angeles, she having gone there during the forepart of December. Mr. Anthony resigned his position to take effect December 25, and will be succeeded by Wm. Heckman, who comes to the Iowa Division from Paducah, Ky.

George A. Williams, chief accountant, Fort Dodge, with his wife and son Bernard, recently returned from an extended western trip. Points of interest visited were Minneapolis, Vancouver, Portland, Seattle, San Francisco, Los Angeles, Salt Lake and Denver. Mr. Williams since his return has become an enthusiastic booster for the west in general and Los Angeles in particular.

J. H. Gardner and wife, timekeepers, Fort Dodge, will visit during the Christmas holidays with relatives in Sterling, Ill., where Mr. Gardner's parents reside.

L. G. Chase, accountant, and his wife will visit with relatives in El Paso, Texas, in January.

H. M. Rhodes, engineer, Fort Dodge, has been granted a three months' leave of absence, on account of sickness, and will join his wife and children in Los Angeles, in which city he will be located during the three months he is on leave.

This section of the state was visited by a heavy snowfall during the last few days, the snow on the average being about 14 inches deep. No trouble is anticipated in combating this evil, however, as the snow is of the damp, sticky variety, and it is expected that the first warm day will melt the greater portion of it, rendering it powerless to drift. Numerous remarks have been heard regarding the possibilities of rabbit hunting in this section, and various members of the male sex in the division offices have threatened to get down the old blunderbus and take it to a cleaning, with the end in view of making a journey to some secluded recess where the cotton-tails are wont to congregate for the purpose of securing the rudiments of a rabbit feast.

Council Bluffs Terminal.

Carman John Eakin, veteran employe at Council Bluffs shops, was badly injured December 10th by being hit by an auto on the principal street of Council Bluffs. Nature of injuries, skull fractured in two places, spine broken, ankles badly mashed, and deep gash cut in side. Up to date, the 23rd, he has been unconscious, and there is very slight hope for his recovery.

Iniar Olson, yard checker, is very ill, threatened with diphtheria. He has been confined to his bed for several days and it is to be hoped we will see him back at his duties in a short time.

J. R. Newcomb, clerk to car foreman, has returned to his desk after an absence of 15 months. Mr. Newcomb has spent the time absent from the I. C. in travel, but he has returned to his desk looking heavier, happier, and ready for work.

Lloyd Payne, assistant car foreman, and C. Kuhn, clerk, manager and captain of the I. C. baseball team at the Bluffs, are arranging affairs for next season's games. Last season was a great success in every way, with the result that the treasury contains enough to refurnish all needs for next season.

Claude Wolf, clerk to yardmaster, went to Atkinson, Kans., with his bride to spend Christmas with his parents.

Frank Malone, night clerk at freight office, is in the Mercy Hospital, having undergone a serious operation. He will be confined to his bed for at least three weeks at the hospital.

The clerks of the eight railroads entering into Council Bluffs are giving a ball at the auditorium the 15th of January. Invitations will be issued to many of the associate officials of the various roads, and the clerks will do all in their power to drive away the worry of business to their guests and themselves included, and, Mr. Editor, we will send you an invite, and if you are unable to attend we will send you an account of the affair.

Our genial master mechanic, Mr. N. Bell, was expected at the Bluffs some day this week, and we were all prepared to give him a Christmas welcome, but other business prevented his arrival. But the BUNCH wish him a Merry Christmas any way.

Mr. Phil Waldorf, general yardmaster at Council Bluffs, is mingling among his old railroad associates at Centralia, Ill.

Council Bluffs has enjoyed balmy weather for the past three months, but the balm was knocked clear out of it Wednesday night when a covering of the beautiful white commonly called SNOW settled on our beautiful city to the depth of seven inches, and to

Hamilton Watch

"The Railroad Timekeeper of America"



What King Albert Learned from an American Engineer

King Albert of Belgium—he appears in the cab window—rode on the Twentieth Century Limited engine for 88 miles between Toledo and Elkhart. He inspected the mechanism; he learned the method by which the engine while in motion scooped water; he sat in the engineer's seat and ran the engine.

As they approached Elkhart, Engineer J. A. Lux—he appears in the gangway—pulled out his watch. His Majesty consulted his, and they compared time. After one look, "What watch do you carry?" asked King Albert. "A Hamilton," answered Lux. "Is it a good one?" inquired His Majesty. "Well, I've run trains by it for 25 years," said Engineer J. A. Lux.

King Albert put away his watch. Before leaving America he bought a Hamilton.

It's the accuracy of all Hamiltons that makes railroad men run the crack trains by them and practical kings want them. Their owners meet time inspection with a smile.

When you buy, ask to see the models of Hamiltons which are famous as railroad watches, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$27) and up. Write us for "The Timekeeper"—an interesting booklet showing how fine watches are made and how you should take care of one. The different Hamiltons are described and prices given.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania



remind us all that winter had set in the past three days has been handing us one of the howling northwest winds, and the thermometer has been registering from 7 to 10 below zero. We have not read of anyone being overcome with the heat.

The heavy snows and heavy gales of wind have had no effect on the running time of the trains on the Iowa Division, as every train has arrived and departed on time. This goes to show that the bunch on the Iowa Division are on the job all the time, and when trains run STRICTLY on time it shows EFFICIENCY in all departments, and that is what the Iowa Division is celebrated for from the general superintendent down to the humblest job on the division.

Wishing Mr. Editor a Merry Christmas and a prosperous and successful new year, and trusting the I. C. Magazine will send its photographer out this way and get some GOOD views of this wonderful terminal and city. I know it will interest all its readers.

KENTUCKY DIVISION

Road Department

On December 13th a very interesting meeting was held in Superintendent Hills' office at Louisville to discuss the new instructions in regard to recording and reporting charges to work authority work in connection with Valuation Order No. 3, Second Revised Issue. Those present were:

Superintendent T. E. Hill.
Roadmaster P. Glynn.
Special Accountant T. G. Tierney.
Assistant Engineer C. J. Carney.
Instrumentman W. P. Brevard.
Chief Accountant R. D. Miller.
Accountant S. B. Miller.
Accountant W. C. McNeff.
Road Supervisor B. A. Hilliard.
Road Supervisor J. Pruitt.
Road Supervisor A. Wilson.
Superintendent of Signals T. L. Davis.
Water Supply Foreman J. P. Price.
Chief Clerk H. G. Devinney.

The new instructions were explained by Special Accountant Tierney, and were discussed thoroughly until understood by all those present. The necessity of getting Engineering Department reports, 64, 65 and 66 in on time was also discussed and a plan formulated which will insure prompt handling of these reports.

Chief Engineer Thompson, District Engineer Cruger, Judge Fletcher, Superintendent Hill and Roadmaster Glynn were at Camp Knox, December 9th to meet Colonel Lukesh and Colonel Abbott, of the War Department in regard to the track changes and other facilities constructed for the government at this point during 1918 on account of the establishment of Camp Knox as an artillery range and firing center.

Miss Marion Waggener, supervisor's clerk

at Princeton, who has been ill at Paducah Hospital for some time, has now returned to work.

Miss Ruby Dearing, who underwent an operation for appendicitis at Paducah Hospital is also back at Princeton again, after making a very good recovery.

Section Foreman Ray Hines, of Rockport, who has been quarantined in his home for over two weeks on account of smallpox, returned to work December 7th. Rockport has been suffering from an epidemic of smallpox, seventy-two cases being reported there on December 7th. All employees were vaccinated by Dr. A. D. Park, local surgeon, which undoubtedly prevented a further spread of the disease among the employees at this point.

Section Foreman Newton Dougherty, who has been ill at Paducah Hospital for some time, has now returned to work.

Superintendent Hill and Roadmaster Glynn were on the Evansville District December 10th.

Section Foreman Sam Kennedy is the proud father of twin boys, born November 27th. This latest addition to Foreman Kennedy's family brings the total number of children up to fourteen.

Auditors Kermee and Anderson are on the division checking joint facilities.

We are pleased to report that Mr. Harry Devinney, chief clerk to Roadmaster who has been confined to his home for the past week on account of an attack of chicken-pox, is now back at his desk again.

Roadmaster Glynn and Supervisor Wilson inspected the gravel pit at Gravel Switch, the rock quarry at Cedar Bluff, and the Liberty Lake pumping station, on December 16th.

Miss Marion Waggener, of the Bridge and Building Department, was in Louisville December 18th to see the dancing performance of Anna Pavalowa, at the Mary Anderson.

Miss Sudie Cash, trainmaster's clerk, at Princeton, spent Monday in Louisville doing her Christmas shopping.

Miss Nonie Murphy, supervisor's clerk, at Central City, has been off for the past few days on account of illness.

Assistant Engineer Carney and family are spending the Christmas holidays at Freeport.

Instrumentman W. P. Brevard is the father of an eight-pound baby girl, born December 10th.

Roadmaster Glynn and Supervisors Wilson and Pruitt inspected nine tracks in the vicinity of Fox Run and Nortonville, December 17th.

We are very sorry to have to report the death of Mrs. J. W. Taylor, wife of former chief dispatcher, J. W. Taylor, Princeton, Ky., who died at the home of her parents



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For elegance and artistic beauty, our Diamond Rings are unsurpassed



in Louisville, on December 22nd and was buried at Louisville on December 24th. We wish to extend our very deepest sympathy to Mr. Taylor and family.

The girl employees of the superintendent's office, chief dispatcher's office and telephone operators at Louisville, were each the recipients of a very fine box of candy from the officials of the various coal companies located on the Kentucky Division.

B. and B. Department

On December 15, 1920, Mr. Joseph W. Booher ended an almost forty-year service in the Bridge and Building Department, having been transferred, at his request, on that date from position as B. and B. foreman of gang with headquarters at Louisville, to crossing gate watchman at Fourteenth and Hill Streets, Louisville. He was born May 7, 1857, and at the age of 23 entered the service as bridge carpenter at Louisville. In May, 1894, he was made B. and B. foreman at Louisville, where he remained until the recent transfer. In the transfer the Bridge and Building Department has lost one of its most loyal foremen, but this loyalty and the same efficient service is not lost to the company, as Mr. Booher will certainly prove an asset to the Transportation Department, and that department, and the company are fortunate in having him continue service in charge of the gates at Hill Street, which is one of the most important crossings in Louisville. He is, and always has been, a genuinely "Safety First" man, and on his leaving the Bridge and Building Department will remember kindly his splendid example of service.

Mr. Fred G. Morgan, who was foreman of the bridge work on the Dawson-Princeton Grade Division, 1918-1919, will be acting foreman at Louisville until the permanent appointment is made.

B. and B. Foreman J. G. Williams, wife and son, Waggener, spent the holidays with their daughter at Red Fork, Okla.

Mr. Mormon Cain, carpenter of concrete gang, and Miss Mae Milliner, of Grayson

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6
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Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration



Bunn Special

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration

Is Your Watch Adjusted to Six Positions?

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

"Sangamo Special" and "Bunn Special"

Railroad Watches are adjusted to *six positions*. Ask your jeweler about these superior watches. Descriptive folder sent on request.

Illinois Watch Company
Springfield

Springs, was married at the home of the bride, December 22nd. After a short bridal trip they will be at home to their friends at Grayson Springs. Mr. Cain is an ex-service man, having been with the A. E. F. for several months, and was in France when the Armistice was signed.

Mr. J. G. Whittington, of the pile driver gang, spent the holidays with his sister at Clarksville, Tenn., and with a brother at Evansville, Ind.

Mrs. Lula Simpson, the "mother" of the pile driver crew, visited relatives and friends at Henderson during the holidays.

Mr. and Mrs. F. G. Morgan were with his sister at Paris, Tenn., for the holidays.

Mr. J. L. Garrett, assistant foreman of B. and B. 6, of Blackford, spent several days with his mother at Eldorado, Ill.

Foreman G. W. Dycus, wife and family visited relatives in Metropolis, Ill., during Christmas week.

TENNESSEE DIVISION

Will someone please tell me why I was chosen as the CAMPBELL to be lead WEST upon the MOUNT to SLAUGHTER the names of my co-workers with this WITTY monologue, RANKIN with the price of COLE or the expeditions of PERRY to the WHITE regions of the north pole. I expect it will be TRIBBLE as rank, causing not a few GRONERS to WEBB their way HO'WARD wishing they had never played CLAYPOOL or eaten a CASTLEBERRY during LINTON, or VALENTINE day. G—LISSON at the WORKMAN on the NEWHOUSE on the HILL-MAN ain't that JOHN'SON a WILLINGHAM but he ought to be PICKERING sweet WILLIAMS down at COVINGTON. Ever been in that BURG?- (y)-ESS you (see) C-e-R-OFTen I go there and KEMP. BOY'D like to be there now with BUTTERWORTH so much and RYANS nothing. Now all together lets rise and sing HALE, hail, and receive the BENEDICTION cause if I go to (t)NORMENT for this, it don't McADAM bit of difference.

F. P. White, clerk to trainmasters, spent the 15th in Paducah on "business."

P. M. Newhouse, timekeeper, has been very much indisposed the past few days account catching cold at the skating rink.

L. M. Roberson, engine foreman, has been unable to perform his duties for several days account of slight injuries sustained in New Yard, Fulton.

Messrs. Roy Pickering and Gid Willingham have returned from the hospital in Paducah where they underwent an operation recently.

Miss Hortense Johnson, assistant tonnage clerk, spent last week-end with friends in Louisville.

Trainmaster H. W. Williams is in Paducah today on business.

Another one of our young men in the engineer's office, Mr. Hardiman Howard, has gone wrong, in the estimation of some of the more experienced in the matter of matrimony, in that he, in his youth, took unto himself a wife, "for a boss." Mr. Howard succeeded in enticing Miss Bess Choate, from our sister city, Hickman, Ky., to leave her home and join him in what we hope to be a happier home for both.

Operator Harry Reeves is on a few days' vacation. Operator Elam is supplying for Mr. Reeves.

Miss Estelle Slaughter, clerk superintendent's office, visited in Memphis recently.

On November 8, 5/155, engine 1196, in charge of Conductor Myers, Engineman Hill had rear-on collision with 4/155, engine 1195, in charge of Conductor G. I. Gadsby, Engineman Copeland, which resulted in slight damage to equipment but no personal injuries.

H. G. Sedgwick, special joint accountant, is with us today.

P. P. Pickering, chief clerk road department, has returned from the I. C. Hospital in Paducah, where he went for an operation. We are glad to report his recovery.

J. Huddleston, general foreman, is ill in the I. C. Hospital in Paducah. He is speedily recovering and is expected home in a few days. Thanks to our hospital and physicians, we have the same story to tell of all its patients.

Miss Lois Covington, steno to chief transportation clerk, spent a few days in Memphis.

Miss Vernita Tribble, steno to chief clerk, visited relatives in Martin recently.

J. L. Campbell, agent, Birmingham, has been very active in securing new business and the rerouting of cars so as to give the Illinois Central the greatest amount of revenue.

Mr. L. C. Murwin has been appointed agent at Jackson, Tenn., in place of G. E. Allen, account dissolution of agency with M. & O. R. R.

Personal injuries, Tennessee Division, have decreased considerably month of December. Only seven minor injuries reported up to December 15, and no fatal injuries.

Trainmaster Ellington's influence in securing re-routing of business so as to give Illinois Central greatest amount of revenue is a good demonstration of his interest and enthusiasm in his work.

Superintendent C. R. Young is in New Orleans for a few days, attending the Southern Line Freight Service meeting.

Messrs. Kittle, Clift, Porterfield and Pelly are moving south today on train No. 5. They will be met at different stations, Ten-

nessee Division, by members of the Tennessee Division staff.

Agent W. M. Waggoner and Assistant Trainmaster J. H. Cavender, of Dyersburg, attended Loss and Damage meeting, Fulton, Ky., the 17th, reporting a very interesting meeting.

The Dyersburg office enjoyed a very pleasant visit on the 20th from Mr. Maas, representative out of auditor Freight receipts' office.

Mr. J. M. Egan is in Memphis today.

Mr. J. F. Dyas, traveling passenger agent of New York Central Lines, visited Dyersburg offices on the 23d.

Conductor W. T. Straub has received commendation for interest displayed in noticing cars in his train routed via other lines when they could have been routed Illinois Central, thereby giving this company a longer haul and a greater amount of revenue.

Mr. A. N. Robinson, supervising agent, paid the Dyersburg offices a visit a few days ago, and we are always glad to have him with us.

Chief Clerk Walker and Clerks Pursell and Johnson attended meeting of railway clerks at Fulton, Ky., the 22nd, reporting a very interesting meeting. It is hoped that more will attend these meetings from Dyersburg.

A letter from the general superintendent stated that the majority of the injuries occurring during the extensive "No Personal Injury and No Accident Drive" were in the Mechanical Department. The Tennessee Division is proud to state that it has had only two very minor injuries occurring in this department, and in fact very few in the other departments as well.

Mr. E. L. Yonts, traveling auditor, spent the 23d in Dyersburg.

Mr. C. R. Young will leave today for Chicago in company with Mr. J. M. Egan to attend the Expense Meeting to be held there Tuesday, December 28.

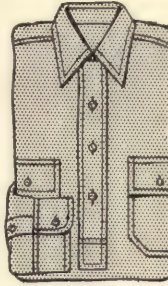
The Dyersburg office force have just gotten out their business soliciting cards. This is one of the best plans we have had for getting business for our lines. We are always ready to co-operate in anything that will help to increase revenue for our railroad.

The Dyersburg office force always welcome any of their brother workers and officials that have the time to pay them a visit.

Mr. Will Nix Albritton, former electrician, Fulton, Ky., headquarters now at Carbondale, greatly surprised his many friends, as well as his parents, when he arrived at Fulton Xmas Eve bringing with him his bride of a week, who was formerly Miss Crouse, of Chester, Ill. We cannot say whether Nix met the young lady in the Penitentiary (Chester) or in Carbondale, but they have our hearty good wishes for a long and happy life.

We extend our heartfelt sympathy to Mr. J. B. Webb, in the death of his mother, but God is good and knows best.

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Two for \$3.75**

As a matter of good faith mail us a deposit of \$1.00 on each shirt ordered and they will be shipped to you, balance on delivery. Be sure to state neckband size. Satisfaction guaranteed.

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Enclosed find..... Send.....pairs.
My money back if I am not entirely satisfied.
Name.....
Address.....Size.....

Miss Helena Workman spent Sunday with friends in Paducah.

Mr. Rufas Kemp, Jr., spent last week end with friends in Missouri.

Every one seemed to have had a lovely time during the holidays and Old Santa must have been very good indeed as there was a smile on every face when they reported for work on Monday morning.

Mr. Paul Newhouse and wife spent the holidays in St. Louis.

NEW ORLEANS TERMINAL

The New Orleans terminal desires to mention the fact that they're still alive, though not very full of pep as regards being mentioned in the magazine. We're really busy down here and hope the rest of the divisions are the same.

Things really are kind of dull down here lately, since no one has attempted to tie the wedding knot for sometime, neither have there been any increase in the families, pardon me, I mean the salaries. However, we're suspicious two good lookers are soon going to the dogs, and, after the ceremonies we'll inform you further.

Latest song to be heard around union station is entitled: "How We're Going to Get to Work for EIGHT O'clock When the Street Car Company Charges EIGHT Cents to Carry You EIGHT Blocks in About EIGHT Hours."

"Imagine" is a funny word,

It coaxes smiles you'll see.

So forget your worries and your cares,

And imagine a while with me.
CAN YOU IMAGINE—

Junker with hair on her head?

Mr. Arnold in a jelly-bean suit?

Mr. Jehle with a nickname other than "Alarm Clock Jake?"

Mr. Bellott forgetting to mention his "pretty little boy?"

Minnie with a frown on her face?

Mrs. Stamp talking other than politics?

Hallam agreeing woman are really worth while?

Mr. Joe Rickoll chatting gaily with a bunch of girls?

Who calls Katz up so often on the phone?

Where Mr. Delph goes on Saturday nights?

NEW ORLEANS DIVISION

Mechanical Department

Carl Bracken is now on the price clerk's desk, account of Lewis Jett resigning.

Chief Accountant Ed Hopper has just returned from a pleasant visit of a few days in Birmingham.

John Chislomn has failed to make a trip to Natchez for the last two weeks. We are all wondering why he is hanging around Vicksburg so much on Sundays of late. Wonder where he went Xmas?

General Car Forman Monger is contemplating a vacation. Let's hope it will be an enjoyable one.

Timekeeper A. E. Fousse just spent a few days in Memphis. I believe he got lost on Beile Street. Is that so, Ellis?

Mrs. Daniels, who has been on the sick list for quite a while, is now back on the job again and we are all glad to see her.

Jimmie Spraker is our new car checker at the shops, taking H. Emerick's place. Emerick is now assistant accountant in the Master Mechanic's office.

Draftsman W. Dupre and Clerk E. Howard have just returned from New York where they attended trial. Both agree they

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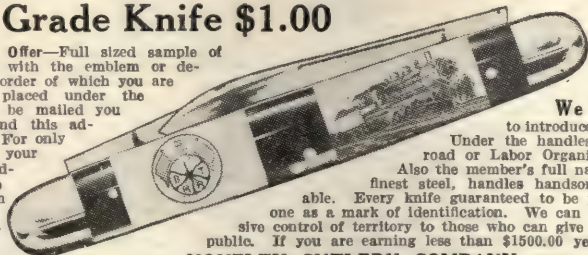
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Introduction Offer—Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle will be mailed you for \$1.00 and this advertisement. For only 25c extra your name and address will be shown on knife. Size 3 1/4 inches long.



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We Want a Sales Agent in Every Locality

to introduce transparent handle pocket knives and razors.

Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternity Order.

Also the member's full name and address on the other side. Blades,

finest steel, handles handsome as pearl, clear as glass and unbreak-

able. Every knife guaranteed to be perfect. Every Railroad employee will want

one as a mark of identification. We can also give permanent employment and exclu-

sive control of territory to those who can give full time in taking orders from the general

public. If you are earning less than \$1500.00 yearly, let us show you how to make more.

**2 for \$5⁷⁵
Only**



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2 wonderful \$4.00 shirts for only \$5.75. Save at least \$2.00. Everybody wearing these semi-dress Gray Flannel Shirts for business, work, and sport.

Cadillac Broadcloth FLANNEL SHIRTS 2 for \$5⁷⁵ Only

Yes—two \$4.00 shirts for only \$5.75. Made of fine quality Cadillac Broadcloth Gray Flannel. Special winter weight. Two extra large button-down-flap pockets, faced sleeves, and matched pearl buttons.

Cut extra full. Coat Front Style. Wide Front Pleat. Double-Stitched throughout. Soft turn-down collar with sateen-faced neckband. Thoroughly shrunk. Try to match these shirts anywhere at \$4.00 each.

Just Mail Coupon

\$5.75 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

Write today. Send No Money. Shirts will be sent at once, transportation prepaid. Pay only

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Send the shirts at once. I will pay price on arrival with understanding that if I do not want to keep the shirts I can send them back and you will refund my money.

Size of Neckband.....

Name.....

Address.....

prefer to live in Vicksburg, account of the cold weather they experienced while there.

Chief clerk to car foreman, Mr. White, has just received his commission as notary public. He will be pleased to hear the truth from you at any time. Sit down, Mr. White!

Man Hour Clerk M. B. Pears and Assistant Accountant H. F. Emerick seem to be champion nimrods of the Master Mechanic's office as they claim to have bagged one goose and six ducks recently while hunting at Eagle Lake. No one has seen the goose or ducks.

Walter McCaa (Silk Hat Harry) is contemplating a vacation of ten days during the Christmas holidays and it is reported he will make a complete tour of the Mississippi Valley by various railroads from Canada to the Gulf. Hope you have a good time, Walter, we're all with you.

When Eve brought woe to all mankind
Old Adam called her woe-man.
But when she wooed with love so kind
He then pronounced her woo-man.
But now with folly and with pride,
Their husbands' pockets trimming
The ladies are so full of whims
That people call them whim-men.
And striving now to be like men
The Ballot makes them we-men!

Above contributed by Miss Winder, stenographer in the Car Department. There is always a reason.

Engine 51 came down the line,
All painted up and looking fine.
And it could be plainly seen
She was due the name of Valley Queen.

Her pops were singing merri-lee
And made me think of Pete Galla-gee
Her exhaust so square in perfect time,
I knew her valves had been set by little
Jack Ryan.

Her lights were burning pretty and bright
To show me the way thru the dark winter
night;

When into the darkness with them I gaze
I will think of my friend Windy Cage.

The pound is gone out the right main box,
And her rods! You cannot hear them knock.
The pumps, they run so smooth and fine
The leaks in the train they will not mind.

Messrs. Christy, Carter and Mays,
And friend Cronin of the hard old days,
I thank you kindly for what you've done
To make life pleasant for a widow's son.
Engineer Elmer Lee (Spud).

On Saturday morning, December 18th, Master Mechanic's office showed S. E. corner vacant with no response as to where or

what had become of our efficient and congenial assistant accountant, who has been with us for the last year. Upon investigating it was found that Miss Mary Gallagher

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In the Spring of 1892 I was attacked by Muscular and Sub-acute Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally, I found a treatment that cured me completely and it has never returned. I have given it to a number who were terribly afflicted and even bedridden with rheumatism, some of them 70 to 80 years old and results were the same as in my own case.

I want every sufferer from such forms of rheumatic trouble to try this marvelous healing power. Don't send a cent; simply mail your name and address and I will send it free to try. After you have used it and it has proven itself to be that long-looked-for means of getting rid of your rheumatism, you may send the price of it, one dollar, but understand, I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer when relief is thus offered you free. Don't delay. Write today.

Mark H. Jackson, No. 939 G Durston Bldg., Syracuse, N. Y.

Mr. Jackson is responsible. Above statement true.

had taken upon herself the holy bonds of matrimony. Her many friends rejoice with her in her happiness and many are the good wishes that follow her to Clarkesdale, her new home.

MERITORIOUS SERVICE

Chicago Terminal

Yard Clerk B. J. Barton Fordham, has been commended for discovering MRL 8462, car of meat, moving on stock yard Transfer, Engine 1523 with door open when passing 67th Street, and necessary action taken in having car sealed upon arrival at Fordham.

Yard Clerk John Flanigan, Fordham, has been commended for discovering H.Y.C. H.R. 99555 billed as empty, containing sulphur, December 7, and necessary action taken to prevent delay to shipment. Also on November 8, car 85782, from Clearing, billed as empty, containing coal, and carded "Hold."

Illinois Division

Engineer G. Vaughn has been commended for discovering baggage car standing on coach track, Mattoon, December 21, on fire, and necessary action to prevent property loss.

Conductor A. A. Larson, Fordham, has been commended for discovering about 10 inches of flange on the northbound main track at Ashkum, and necessary action taken in order to prevent possible accident.

Iowa Division

B. F. Baker, Ticket Clerk at Sioux Falls, has been commended for services rendered passenger at that station in enabling her to reach her destination. This passenger was enroute to Rock Rapids, and ran out of funds at Sioux Falls, Mr. Baker paying her fare to Rock Rapids. He was later reimbursed for the expense incurred. Mr. Baker's action is to be commended, as there is no doubt that it will result in advertising favorable to the service extended by employees of the Illinois Central.

St. Louis Division

Frank Hardin, Brookport, Ill., has been commended for discovering and reporting broken side rod on engine 2341. This action undoubtedly prevented possible accident.

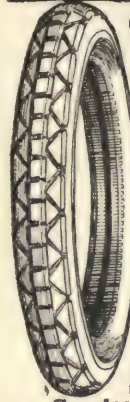
Brakeman R. S. Smith, Carbondale, has been commended for volunteering to fire engine 823, December 13. Zeigler Miners' Run, when the regular fireman became critically ill. This action prevented delay to traffic.

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Greatest tire offer ever made. For a short time we offer a practically puncture-proof standard made inner tube absolutely free with every order for one of our special reconstructed double tread standard tires. Guaranteed 6,000 miles. Users report 7,000 to 10,000 miles service. Unequalled in price, quality and workmanship. No repairs, no blow-outs.

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30 x 3 1/2	... 7.79	35 x 4 1/2	... 12.75
32 x 3 1/2	... 8.60	35 x 4 1/2	... 13.20
31 x 4	... 9.50	35 x 5	... 13.90
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"JUST TALKING"

By Grandpa Tabb

If all that we say
In a single day
With never a word left out,
Were printed each night
In clear black and white,
'Twould prove queer reading, no doubt.

And then just suppose
Ere one's eyes could close
He must read the day's record through;
Then wouldn't one sigh,
And wouldn't he try
A great deal less talking to do?

And I more than half think
That many a kink
Would be smothered in life's tangled thread,
If one-half that we say
In a single day
Were left forever unsaid.

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ILLINOIS CENTRAL MAGAZINE

FEBRUARY 1921



Oak trees, residential district, Hammond La.

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There are a thousand amazing bargains for mothers and daughters, fathers and sons—everybody from grown-ups down to the little "kiddies"—in PHILPSBORN'S 280-page Style Book—sent free postpaid on request.

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A New Spring Model **\$3.48**

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SERGE SUIT
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BOUNDLESS opportunities lie before the men who are willing to qualify for positions paying from \$2,500 to \$10,000 a year and more in this new profession. These positions are open in a field as yet little thought of by most men. Without knowing fully the facts, it seems incredible to the average man that thousands of splendid jobs are actually going begging for lack of men fitted to fill them.

Business throughout the world is booming. Factories, great and small, everywhere are straining machine and man to supply the products for world-wide trade. America, with the greatest merchant marine and railroad system, has become the largest shipper on earth. Shipping yards and wharves are scenes of feverish activity, with millions of pounds of freight being handled every hour.

Why Thousands of Dollars Are Lost in This New Four Billion Dollar Industry

Transportation is today the second largest and most important industry in the country.

Freight charges amount to the stupendous figure of a million dollars an hour—over four billion dollars a year! Yet it is estimated that eight out of every ten shippers are losing money. Thousands of dollars are lost daily. This is occasioned by the fact that few men actually know the most economical methods of shipping merchandise.

On second thought, this is not so surprising. The Traffic Profession is just in its swaddling clothes—only about ten years old. It was created when the Government passed an amendment to the Interstate Commerce Law making the Railroad Freight Tariffs the Freight Rate Laws of the country. This made it necessary for about 1,000 railroads—80,000 large business concerns, nearly 450,000 smaller shippers—thousands of Chambers of Commerce and Commercial Clubs, State Railway Commissions, and the Interstate Commerce Commission to employ men with a technical knowledge of Interstate Commerce, Railway Traffic and Traffic Management Work.

A Need for Trained Men That Has Never Been Satisfied

These important changes have created a need for trained traffic men that has never been satisfied.

Men in this great work are urgently needed, and the demand increases daily. Every large concern must maintain a traffic department—employing scores of men.

Millions of dollars are wasted through inefficiency in forwarding freight. Tens of thousands of concerns, without realizing it, are losing fortunes because they do not know how properly to interpret the infinite number of classifications and special rate combinations in effect.

For instance: A railroad quoted a Wilmington, Delaware, concern a 28 cent delivery rate, but the published rate under Government Regulation was 33c, resulting in a \$7,000 loss. A Chicago concern billed a contract shipment using the trade name rather than the traffic name—a loss of \$3,040 in thirty minutes!

Why Such Large Salaries Are Paid in This Work

What the trained traffic man can do is shown by these few examples: A Boston concern employed a competent traffic man who saved \$9,751 in two weeks on 65 carloads. Another traffic expert compelled an Eastern Railroad to refund \$122,000 to the Meeker Coal Company. A New York Traffic Man saved

his company \$24,000 on freight shipments to one place in one year.

After knowing about these few of thousands of similar instances, it doesn't seem surprising that firms are willing and glad to pay large salaries for skilled traffic men. A Detroit Traffic Manager receives \$19,500 a year. A Cleveland man gets \$24,000. Thousands of good traffic jobs pay from \$2,500 to \$5,000 and \$10,000 a year. Expert traffic men receive big pay because they can save their firms many times the amount of these salaries each year.



The trained expert in this new profession plays a most important part in his firm's business

A Solution of This Great Problem

Until short time ago, there was no simple way for the average man to master the details of traffic management. Knowing the great need of trained traffic experts, the American Commerce Association, a national organization of Traffic Managers, offered to train men to qualify them to handle the complicated problems of shipping. Since that time thousands of ambitious men have availed themselves of this training and are making successes in the traffic field throughout the country. The need for trained men day is greater than ever before and the Association has recently enlarged its organization to train more men.

An Amazingly Easy Way to Train for a Big Job

This training is given during spare time, at home. Through every phase of this great subject, is treated in the most thorough manner, the work is remarkably easy to master. The cost through the Association but a few cents a day. Once a member of this great association, you receive the help of its Advisory Traffic Council made up of traffic men of national reputation. This council consists of such men as:

T. A. Gantt, Traffic Manager, Corn Products Refining Company; George Chester Conn, Director of Traffic, the Bulk Motor Co.; Samuel G. Lutz, V. President, Chicago & Alton Railroad, as well as nearly 200 others of equal prominence.

An Interesting Book Free for the Asking

To give the whole story of this wonderful training in traffic work, the Association has prepared a remarkable book, "Opportunities and Requirements for Traffic Work." This book explains this marvelous system of training in detail and tells how anyone can qualify for the important job of Traffic Manager. It cites many stories of success by members of the Association. It shows how this profession, yet to be understood by many, offers boundless opportunities for the ambitious trained man. After reading it, you will realize and understand why \$5,000 salaries for traffic experts are common and why thousands of jobs pay \$2,500 to \$10,000 a year and more. Write today for this wonderful book, giving your age, occupation and state whether or not you have had previous traffic experience. Address: American Commerce Association, Dept. 842, 4043 Drexel Blvd., Chicago, Ill.

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ILLINOIS CENTRAL

Magazine

Vol. 9

February, 1921

No. 8

No Guaranty Under Transportation Act

THERE are some who are under the impression that the Transportation Act of 1920 guarantees the railways a return of $5\frac{1}{2}$ or 6 per cent on their value. That is far from being correct. The Act provides that the country shall be divided into rate-making groups and that the Commission shall find the tentative value of railway property in each group pending the finding of the actual value by the bureau of valuation, and then fix rates so that the railways constituting a rate-making group may earn $5\frac{1}{2}$ or 6 per cent upon their aggregate value. Well managed, well located and well maintained, railways may earn more than 6 per cent on their value. In that case, the Act provides that one-half of any amount over 6 per cent shall be paid into a contingent fund of the Government. The other half must be placed in a reserve fund established by each carrier earning more than 6 per cent. The latter may be drawn upon for the payment of dividends or interest on bonds or other securities, or rent for leased roads, **to the extent that a railway's net operating income for any year is less than a sum equal to 6 per cent of the value of its property.** Some of the railways in a group may never earn anything. Some may earn 2 per cent, some 4 per cent, some 6 per cent, and so on, but when they get above 6 per cent they must divide with the Government by paying one-half into its contingent fund, out of which loans may be made to railways to meet expenditures for capital account, or to refund maturing securities, or by purchasing transportation equipment and facilities to be leased to the railways.

So far, the railways as a whole have fallen far short of earning 6 per cent on the total tentative value fixed by the Commission.

PUBLIC OPINION



WHAT THE WORLD NEEDS

In a New Year letter to employes of the Illinois Central Railroad, President C. H. Markham includes this very significant and timely paragraph:

"Economies must be practiced in all departments. Only through such means can the company continue the present high wages. I personally desire to continue them and will do all that I can to do so. YOU CAN HELP ME AND YOURSELVES BY STRIVING TO MAKE TWO BLADES OF GRASS GROW WHERE ONLY ONE GREW BEFORE. That will call for unusual efficiency, economy and the same watchfulness and interest in the company's business that you would take in your own private business."

The words which we have raised to capital letters compose a sentence which means more to the Illinois Central, to the United States, to the entire world, than any other one thing. President Markham realizes that production is the important thing. He admonishes his employes to strain every effort toward the production of two blades of grass where but one grew before, and he intimates that something like will be necessary to enable the railroad to pay high wages received by employes.

It all goes back to the necessity of giving a full day's work for a full day's pay; it goes back to the matter of production. The whole world needs production—not of cotton alone or any other single thing, but of everything needed by human beings. The time for shirking work of any sort and for "soldiering on the job" has passed, and the time for conscientious industry has appeared. The injunction laid upon employes of the Illinois Central Railroad by President Markham may be laid with equal justice and equal reason upon every other line of industry. The haphazard methods which came into being during the war, when everything was sacrificed to speed, must now be discarded, and every man, every woman—all of us who work with our hands and our heads—must be willing to fill every hour of the working day with industry. Not only that, but we

must be ambitious to produce something that will stand the acid test. It is no longer excusable to give our work "a lick and a promise;" we must do it right. We must get away from slovenliness and take a pride in the products of our brains and hands.

Only by these means can we hope to continue to receive the present high wages; only by these means can we secure a resumption of normal conditions and a return to world equilibrium. With every man and every woman willing to work and anxious to produce the best results—willing and determined to give honest and productive effort in exchange for honest pay—happiness and contentment will return to us and prosperity will be world-wide. That, and no less than that, is what the world needs.—Editorial, The Helena (Ark.) World. January 5, 1921.

NEW TYPE OF PRESIDENT

C. H. Markham, president of the Illinois Central railway, is demonstrating what a regular railway president should be.

He has breathed into the body of the company a spirit of willingness to serve. By a carefully planned and skillfully executed plan of publicity he is bringing the railroad to the homes of the people, making its problems their problems, and discussing with them what he has in his mind to do to make his line really serve its constituency. It is an innovation in railroading, far removed from the old time "public be damned" policy, and one that is sure to react most favorably for the Illinois Central and the public as well. The time was when the president of a railroad was a royal personage, a "brass collar" indeed, and a man who rarely condescended to talk to ordinary mortals, much less the slaves in his employ. Mr. Markham has changed that so far as the Illinois Central is concerned. He travels about the line less ostentatiously than the old time "supe," and is in touch with every man on the system. He seems to feel a personal interest in every community represented on his line and in every man on the payroll. The effect of this spirit of co-operation is already apparent, and we are sure that time will demonstrate

the wisdom of his policy.—Editorial, *The Independent-Republican*, Waverly, Ia., January 7, 1921.

INVITATION TO MR. MARKHAM.

The Chamber of Commerce will do a mighty good job if it succeeds in bringing President Markham of the Illinois Central to this city for a little visit. President Markham is one of the big railroad men of the country. Indeed, there are some people who think that he is not far short of being in a class by himself as a railroad executive. The *Journal-Gazette* hopes that he will accept the invitation to come to Mattoon and break bread with the business people of this city. Of course Mr. Markham knows that Mattoon is on the Illinois Central; in fact, we imagine that he knows a whole lot more

about the resources, business conditions and possibilities of this city than many of our own people. They tell us that he is a wonderful man to get hold of detailed information on everything that appertains to the business of the Illinois Central, and the *Journal-Gazette* has an idea if he were to come to Mattoon on a visit he could probably tell us some things about our own town that we do not know ourselves. Anyway, it is worth while to get in touch with big people. It is worth while for a city like this to get in closer touch with the heads of the railroads than has been done in the past. Really, we are rather disposed to believe that Mattoon has not paid enough attention to such matters in the past.—Editorial, Mattoon (Ill.) *Journal-Gazette*, January 7, 1921.

A Garden Spot in Louisiana

An ever-blooming garden, almost completely isolated from the wave of depression which has swept over the cotton, rice and cane producing sections of the South, thrifty and progressive—such is the visitor's impression of Tangipahoa Parish, Louisiana, the famous strawberry and truck gardening country.

Louisiana, you know, is shaped like a chair, the Mississippi River forming the back and an east-and-west line from the Mississippi to the Pearl rivers the seat. Tangipahoa Parish, deriving its name from the Indians who once roamed the country, is shaped not unlike the state of Illinois, and lies just under the seat of the chair, midway between the Mississippi and the Pearl. Its eastern boundary is formed in part by the Chefuncte River and on the south are Lake Maurepas and Lake Ponchartrain. Unpronounceable Indian names are everywhere. Dividing the parish from the north to the south is the main line of the Illinois Central Railroad between Chicago and New Orleans. A line of the Yazoo and Mississippi Valley from Covington to Baton Rouge makes a further division of the parish into quarters.

Along the lines of the Illinois Central system are the strawberry and truck farms which have made that section of Louisiana famous with the northern metropolitan caterers. The railway feels a special pride in Tangipahoa. Millions of dollars worth of produce are shipped out of the parish every year over the Illinois Central lines to Chicago and other Northern cities, and on the other hand the parish owes its high state of development largely to the service of the Illinois Central system. During the spring harvest manifest trains loaded at the

Illinois Central shipping points in the parish are operated daily with rapid service to the Northern cities. These conditions have built up a great friendship between the railway and the people of the parish. There are few residents of the parish, indeed, who do not have a real appreciation for the railway system which serves them. The management of the railway is seeking constantly to improve its service in the parish.

The writer was glad, therefore, to receive a commission to visit Tangipahoa Parish in the interest of the work which is being carried on by the management for developing a better relationship between the railway system and its agricultural patrons and to furnish an article for the *Illinois Central Magazine* concerning the parish and some of its representative farmers, quoting a number of them on what they have to say of the Illinois Central service, together with the criticisms or suggestions they might care to make.

Former trips in the interest of better farmer-railway relationships had taken the writer to Iowa, Illinois, Mississippi and Kentucky counties. It was his first trip to Louisiana. Although he saw the country with the eyes of a Northerner, he attempted, in his visit there, to get the local viewpoint. It was not a hard task. The Tangipahoans are hospitable, with true Southern hospitality, and welcome visitors. Many of them, indeed, are Northerners themselves, from Indiana, Illinois, Wisconsin, Iowa and Missouri.

They Have Diversified Farming.

Strawberry and truck gardening are not the only basic industries of the parish, by any means. Dairying is extensive, natural conditions being extremely favorable and

New Orleans forming an easily accessible market. Timberlands are rich in their resources and lumbering is an important industry, centering principally in the mills at Natalbany, on the Illinois Central. Fruit farms are coming to take an important place among the parish industries. But as a strawberry and truck gardening section the parish excels, taking the lead in Louisiana. It is said that the agricultural products of Tangipahoa Parish have an annual value exceeded by only two other counties (parish is the Louisiana name for county) in the United States.

They expect to raise \$2,000,000 worth of strawberries in Tangipahoa Parish this year. In recent years the ruby harvest has approached that figure. They expect to reach it this spring, according to W. H. Carter of Hammond, secretary-treasurer of the Hammond Farmer's Association. The prospects for bumper truck crops also are excellent. The winter season has been mild, though marked with an unusually large rainfall, and the spring is early. The crop will be ready for the northern markets ten days or two weeks earlier than usual. By the time this article is published many of the strawberry fields will be white with bloom.

As remarked earlier, the parish seems to be almost wholly untouched by the wave of business depression which has had such devastating effect in other sections of the country. The bankers and other business men do not expect a depression. There are several explanations for this.

The parish does not depend for its existence upon one crop, and hence it cannot have a complete crop failure. In fact, crop failures are seldom, even in one line of production. Farmers are reasonably certain of making a crop, provided they give it sufficient attention during the growing season, preceded by intelligent fertilization. The strawberry and truck crops are raised on small farms, very largely, and the farmers are thrifty, operating upon a cash basis. Their sales from the spring and summer harvest carry them through the year. Each farmer raises the corn and small grain necessary to feed his stock and raises the food-stuffs for family table use. During the period of war prosperity they looked to the future and did not go into a frenzy of buying silk shirts and high-powered automobiles.

The labor problem in Tangipahoa is not so serious a factor as it is with Northern farmers or with other Southern farmers. The truck and strawberry gardeners operate their small farms on a basis whereby they are cultivated largely by the tenant or owner himself, with the assistance of his family. Outside labor is depended upon extensively only during the short rush

periods of harvest. The crop demands immediate marketing, providing little opportunity for speculation between the period of harvesting and marketing.

In addition to the parish industries, Hammond, the principal city of the parish and the junction point of the Illinois Central and Yazoo & Mississippi Valley lines, which quarter the parish, is an important winter resort. Climatic conditions are excellent and Hammond is a beautiful town.

Real Industry Is Rewarded

When one attempts a review of the agricultural interests in Tangipahoa Parish he is impressed with the remarkable possibilities for the farmer who plies his calling industriously and earnestly.

Take the case of Charles Ekker, a representative small farmer of the strawberry country. Mr. Ekker has a farm of forty acres two miles south of Hammond, which he and his wife and daughter care for. The important part of the forty-acre farm, however, is a strawberry field of less than an acre, on which the crop in a single year has amounted to as much as \$1,500.

Mr. Ekker is seeking constantly to perfect his strawberry growing by intensive cultivation, with wise fertilization and personal care. His big Klondike berries are beauties, but he is developing a cross of his own which he believes will prove the perfect berry. He is a warm friend of the Illinois Central.

A romantic story is wrapped up in the history of James H. Frye, a nurseryman near Hammond. The story began a decade ago, when a farmer near Amite City, the parish seat, bought a selection of plum trees, two of which he gave to a neighbor of Mr. Frye. The two trees developed and bore big, red luscious fruit, but their owner was not interested in fruit growing and gave them little attention. Mr. Frye saw the possibilities of the nursery industry and succeeded in getting a few scions, from which he has developed an orchard of 1,500 trees. He started in six years ago. Last year shipments of trees went into ten states. Mr. Frye calls his plum *The Japan*. He also grows grapes and other nursery stock.

The only recipe which Mr. Frye sets down for the young orchardist is hard work. Keeping the orchard clean, intelligent spraying, caring for the trees, good selection of stock—these are important, he says.

Dairying conditions were discussed with L. Anthon, one of the most successful of the dairy farmers near Hammond. His father owns 600 acres in Tangipahoa Parish, of which the son farms 180—100 in pasture and 80 under cultivation.

Mr. Anthon is a warm friend of the Illinois Central system. He declares that the parish owes its development very largely

to the railway—an almost obvious explanation, but one not always recognized by farmer patrons whom the railways of the country serve.

The railway, however, should develop a system of handling empty milk cans, Mr. Anthon believes, which will return them to dairymen in better condition. The average ten-gallon can lasts about 100 shipments, and consequently hauls 1,000 gallons of milk during its life, according to Mr. Anthon. As the cans cost \$10 each, this means a cost of 1 cent a gallon in milk shipments. Mr. Anthon believes that cost can be materially reduced to the dairyman by working out a system of responsibility in the handling of returning cans which will prevent losses in transit and the battering of cans, due to careless handling, he says.

Suggests an Experiment Station

Mr. Anthon believes that an Illinois Central experiment station at Hammond, specializing in strawberry culture, would be a commendable acquisition for the parish. He explained internal conditions in the parish, which, he said, had prevented the parish from accepting federal and state aid for a government experiment station. Each strawberry grower is now required to do his own experimenting in strawberry culture.

Fred E. Briggs, who has a twelve-acre farm within the corporate limits of the city of Hammond, is another successful dairyman, and another friend of the Illinois Central, too. Mr. Briggs talked railway affairs with his visitor, commenting upon the rate increase. While admitting the necessity for increased rates, Mr. Briggs offered the observation that they came at a poor time psychologically, declaring that the farm people would have been in a much more receptive frame of mind for them during the time of bumper prices, before the decline set in.

W. H. Carter of the Hammond Farmer's Association discussed the agricultural situation with the visitor, giving him the basis for a number of the comments which are offered in the introduction to this article. Mr. Carter is especially proud of Tangipahoa Parish and its farmer folks, declaring them to be the sort of citizens who make for prosperity and advancement.

B. F. Bauerle of near Hammond has been, until recently, a dairyman, but believing strawberry and truck farming more lucrative, has given up his herd to devote himself to intensive cultivation of his farm. He talked of freight rates and the probable effect upon the strawberry marketing. Some farmers, he said, feared that a drop in prices would affect the strawberry and truck farmers. Other farmers with whom the writer talked thought otherwise, declar-

ing that since their products were offered largely as luxuries on the Northern markets, price declines should not affect them.

Albert Siple is a dairyman and truck farmer near Hammond. He discussed farming conditions and the railways, declaring that public opinion of the railways on the part of farmers often depends upon the manner in which claims are handled.

L. B. Neal, dairyman living two miles east of Hammond, ships fifty gallons of milk a day to New Orleans, and in addition grows his own feed and garden supplies. He declared that the Illinois Central service in Tangipahoa Parish is top-notch in every respect.

George Crouse, also living east of Hammond, has lived on the Illinois Central lines all his life. He was brought up in the country near Webster City, Iowa, and when he moved to Louisiana it was natural that he should select a spot not far distant from the home railroad. He's a great friend of the Illinois Central. He formerly was in the dairy business, but gave that up in favor of strawberry and truck farming.

A visit to Tangipahoa Parish is not complete without seeing the Model Farm, at Loranger, northeast of Hammond. The farm was established nine years ago by Captain Arthur Loranger, a Tangipahoa capitalist. Later it was sold to Tom Mydland, who operated it until last fall, when it again changed hands. It has now come into the control of an organization which has placed Mr. Mydland in charge.

A Modern Dairy Farm Plant

The farm was established and thus obtained its name, for showing visitors from the North what could be done with dairying in Tangipahoa Parish. It has an excellent modern farm plant—four 125-ton silos, huge haybarns, modern dairy stables, a truly model creamery. Electricity generated by a gasoline motor furnishes light and power for the farm. The stock now consists of 100 head of Jersey and Holstein cattle. The farm has a contract for furnishing 160 gallons of milk daily to the Charity Hospital in New Orleans. A private railroad between Loranger and Natalbany handles the origination of the milk shipments, thence they are routed over the Illinois Central.

Mr. Mydland showed the visitor over the farm, on which is grown all the feed consumed by the dairy herd, with a surplus for marketing. The efficient manager has been a patron of the Illinois Central many years, and declared that his relations always had been of the best.

Faller Brothers—three of them—operate a 205-acre farm near Tickfaw, devoted to truck raising and general farming. They are friends of the Illinois Central, declaring that their business, with few excep-

tions, has always been handled satisfactorily. A freight claim which they believed had been unnecessarily delayed was reported for attention.

One of the typically successful strawberry and truck farmers in the Tickfaw territory is G. B. Caldwell. When asked for his opinion of the service of the Illinois Central, his reply was:

"Anybody with any gumption at all knows that this land wouldn't be worth \$6 an acre if it wasn't for the Illinois Central. As it is, it is worth almost any price up to \$100 an acre."

Mr. Caldwell discussed farm conditions generally, declaring the salvation of Southern farmers to be in diversified farming. He strongly advocates a home garden on every farm, regardless of the principal crop raised.

Another good friend of the Illinois Central in the same territory is W. M. Miller, a farmer and shipper over the Illinois Central lines for many, many years. He cultivates two and a half acres of strawberries.

H. B. Ray, strawberry and truck shipper at Ponchatoula, is one of those who are not worrying about the effect of increased freight rates. Mr. Ray believes the effect will be negligible in marketing the coming crop, the first harvest to fall into the new schedule. He believes the berries will command a good price this spring. Mr. Ray discussed the icing of cars used in marketing berries, declaring that ice supplies were low at times last year. He believes greater attention should be paid icing.

Wants Iced Freight Pickup

• J. B. Tucker's farm near Ponchatoula is known as Turtle Cove. Mr. Tucker has ten acres in intensive cultivation, raising strawberries and truck crops. He believes more truck would be raised in Tangipahoa Parish if the railway would offer a pickup service between the towns for less-than-carload shipments after the rush season is over. Truck which cannot bear the express rate in the late season and cannot be shipped in carload quantities by a single shipper is allowed to lie in the field, he said.

This service, which formerly was offered, was discontinued when the demand for it declined with the forming of the farmers' associations, through which farmers consolidated their small shipments during the late season. Mr. Tucker said, however, that the number of associations at each shipping point, each with its set of patrons, has brought about the situation which he describes. The associations refuse to co-operate with each other in handling carload shipments, he said, and he believes there is need for a restoration of the pickup service. He admitted that a consolidation of the farmers' associations would meet the

objection, but said that such a consolidation is impossible.

There is a great need for iced freight service, in preference to the iced express, according to John Pugh of Ponchatoula. Mr. Pugh has a greenhouse and devotes the balance of his farm to truck raising and general farming.

Another of the farms which attract many of the visitors to the parish is Ever Green Farm, near Roseland, of which E. E. Bailey, a progressive young man with up-to-date farm methods, is manager. Last season Mr. Bailey shipped 5,000,000 tomato plants to the Northern canning factories, to be parceled out to the farmers growing tomatoes on contract, and also supplied a large number of cabbage plants. Other things are done on a similarly impressive scale.

Ever Green Farm is located on a knoll which gives excellent surface drainage. An artesian well supplies the water used in irrigation. The science of farming has been admirably worked out by Mr. Bailey. The visitor is shown an efficient bookkeeping and cost finding system and drawings of the farm, showing all plats, the plants used in each experiment and results obtained. The Ever Green Farm is the only grower of cauliflower in quantity in that section, according to the manager. All seeds, with the exception of the tomato, are imported from Denmark and have been specially adapted to the Southern climate. The farm proper is in 27 1/10 acres, with a reserve of other land which can be brought into use as activities expand. Fourteen acres are in cultivation.

Mr. Bailey has set a goal of supplying 15,000,000 tomato plants for the canning factories. He won't be able to reach it this year, but believes he will in a short time.

This Farmer Feels a Part of I. C.

"I feel like I am a part of the Illinois Central," Mr. Bailey said. "I and my associates think it is the finest railway system in the country. We always have had most excellent service—I don't know how it could be improved."

T. D. Robertson, who lives two miles southwest of Independence, was referred to as a representative farmer of the famous Independence strawberry country. Mr. Robertson has thirty-five acres, with seven in strawberries. He also does some truck and general farming and is one of the few farmers in that section who raises cotton. He also is interested in dairying. He declares that the Illinois Central service is excellent, but commends to the consideration of the management a scheme for handling returning milk cans to prevent damage in shipment.

One of the warmest friends the Illinois

Central has in Tangipahoa is Richard Kent, who farms 3,000 acres at the station of Fluker. He has lived on the Illinois Central thirty years and declares that he always has had excellent service.

"I know a number of the Illinois Central people," Mr. Kent said, "and appreciate some of their difficulties. I never have asked for a service I did not need, and I have never failed to get what I asked for."

Mr. Kent raises Hereford cattle for beef. He has had numerous stock claims and declared they always have been well handled. It is quite a dairying country around Fluker, and Mr. Kent supplies the dairy-men from his store at the shipping point.

J. M. Foulks is often referred to as one of the most noted of the parish farmers. He and his brother and father farm near Amite City, the parish seat. In three places they have 145 acres in cultivation.

Fifty acres in cabbage will yield 6,000 crates this year, Mr. Foulks believes, and 10,000 hampers of carrots are expected from twenty-five acres. Ten acres are in Irish potatoes.

Mr. Foulks believes that icing charges on the railway are too high. He declares that icing should be done at cost, and that cost is considerably under the present charge.

The country of possibilities—that is Tangipahoa Parish.



PARK VIEWS, HAMMOND, LA.



BY E. A. HERRING

Location and Climate

Hammond is located in the heart of the famous health ozone belt, fifty miles due north of New Orleans, on the main line of the Illinois Central Railroad, and forty-five miles west of Baton Rouge, the capital of the state.

This section is famous for its mild and salubrious climate, its pure water, and healthful and pleasant living conditions.

Railroad Facilities

Hammond is served by the rails of the Illinois Central Railroad Co. north and by an important branch of the Yazoo & Mississippi Valley Railroad Co. east and west, and through these mediums, of course, has first-class railroad facilities.

The passenger service is excellent, six main line and two branch line trains in each direction stop daily. Hammond has a beautiful modern brick passenger depot, surrounded by well-kept parks, and convenient to all parts of the city. Because of its proximity to New Orleans, freight shipped from that point is received within a few hours after delivery to the railroad company. During the strawberry season, the Illinois Central Railroad operates daily special refrigerator trains to the large cities of the Mississippi Valley, and not infrequently handles special vegetable cars on their through express trains, giving this city and vicinity unrivalled express transportation to all the large markets of the country. Also the large shipments of milk from this section daily are given express service to New Orleans on passenger trains.

Population

Hammond is a city of about 5,000 population and in addition both during the win-

ter and summer has a large transient population, particularly from the North, due to the mild and pleasant winter weather. Also a number of New Orleans families spend the summer at Hammond, in order to escape the heat of city life, and secure the benefit of the healthful climate.

Public Utilities

Hammond possesses a very fine, up-to-date fire department, with modern auto engines and trucks, ample water supply and fire plugs over the entire city, and is classed as a "B" city by the Louisiana Fire Prevention Bureau, with consequent low insurance rates. A large artesian well, of 2,400 feet depth, and a flow of 650 gallons per minute, supplies the city with the finest artesian water, which is piped to the houses through a modern water works system. The water in this section is famous for its purity, mineral qualities and health giving properties and is used by the Illinois Central Railroad on all its dining cars.

Hammond also has modern electric light and sewerage systems, paved sidewalks and oak-shaded, graveled streets. Modern sanitary drinking fountains are installed in the business section and a highly sanitary concrete municipal natatorium with artesian water, shower baths and dressing rooms, is a source of never-ending pleasure and recreation during the summer months.

Postal Facilities.

A very handsome, new, brick post office has been recently constructed in this city and a uniformed letter carrier service inaugurated, with four deliveries per day in the business section, and two daily deliveries in the residential section. Letter boxes are located throughout the city and excellent

Hammond Lumber Co. Ltd.



Natalbany Lumber Co. Ltd.



rural free delivery service is maintained in all directions.

Industries

This city is the headquarters of the Natalbany Lumber Co., one of the largest lumber companies in the world, who operate four large mills, one of which is located at Natalbany, only three miles from Hammond.

The Hammond Lumber Co., with a daily capacity of 75,000 feet of lumber, and employing approximately 325 persons, have their mill and office in Hammond, and, in addition, this city has two box factories, a cotton gin, shoe factory, two bottling works, machine shops, garages, two very fine weekly newspapers, two canning and pre-

state, it being noted for its comfortable-up-to-date accommodations, excellent Creole cuisine, and courteous, efficient service. There are other smaller hotels and boarding houses furnishing good accommodations at lower prices.

Banking Facilities

Hammond possesses two very strong banks, the Hammond State Bank and the First State Bank & Trust Co., with combined resources of nearly \$2,000,000, both of which afford courteous, up-to-date service and are prepared to make liberal loans.

Farmers' Associations

The Hammond Farmers' Association, the Strawberry Growers' Association, the



serving factories, cane syrup mill, and other industries affording employment for a large amount of labor, and making this a very important industrial point.

In addition to the above, there have recently been erected in the southern part of the parish, about five miles from Hammond, two very large pine and cypress lumber mills, which employ hundreds of men.

Churches and Schools

There are fine churches of almost all denominations in Hammond, and an excellent parochial school, graded school, and modern high school, furnishing the best of educational facilities. Children residing in the country adjacent to this city are brought to the city schools daily in large passenger auto trucks.

Hotel Facilities

In the "Oak Hotel," located within 200 feet of the Union Passenger Depot, this city boasts one of the finest hostelries in the

Strawberry Growers' Selling Co., and the Independent Farmers' Union, having their headquarters in Hammond, are of great benefit to the farmer in raising and marketing his crops, securing seed, fertilizer, etc., and assist the farmer in every way possible.

The agricultural agent for the Parish of Tangipahoa has his headquarters in Hammond, and is ready at all times to assist the farmer with advice, suggestions, demonstrations and keep him in touch with agricultural conditions in general.

Florida Parishes Fair Association

The Florida Parishes Fair Association has its headquarters and fair grounds in Hammond, and ranks among the foremost fairs of the South. This fair association includes the Parishes of Tangipahoa, Livingston and St. Helena, and each year a fair is held, at which the exhibits are very fine, competition is keen, and is of great advantage in advancing agricultural and industrial conditions in general.

Roads And Highways

The road system in this section is excellent, modern gravel highways radiating from Hammond in all directions. The good roads movement is receiving ardent support from all sources, and the state legislature has authorized the construction of a modern state highway to connect Hammond with New Orleans, which project is also receiving the support of the United States Government. All arrangements have been made to proceed with the actual work of constructing this highway, contracts have already been let for a portion of it, and the road will be rushed to completion, and be ready for use in about two or three years. Hammond will then be only two hours' ride from New Orleans by auto, which will have a great effect in building up this entire section.

Tangipahoa Parish, Louisiana, is not only one of the most progressive and prosperous sections of the South, but is destined to become one of the leading dairying and stock raising sections of the entire country.

The whole of Tangipahoa Parish was originally a virgin long-leaf pine forest, but the large lumber mills have been busy for many years cutting out this timber, with the result that the cut-over lands have been devoted to agriculture, dairying and stock raising, and these are now the principal pursuits of that section. Being the first high ground outside of New Orleans, Tangipahoa Parish is noted for its mild climate, and even climate, both in summer and winter; its

pure air, mineral water and consequently is a favorite, summer resort for people from New Orleans, and a popular winter resort for people from all parts of the North.

The southern part of the parish is noted for its famous strawberry culture, being the foremost strawberry growing section of the country, the value of this crop running over \$2,000,000 per year. Formerly, the only market for the crop was afforded by the northern buyers, the choice berries being shipped to the large commission houses, and the fruit which was gathered after the season had closed was almost a complete loss. However, with the growing demand for fruit juices, large canning factories have been established throughout this entire section, and the strawberry growers now receive almost as much for the overripe and culled berries as they receive for the choice fruit for shipment to northern markets. Furthermore, the left-over fruit is now sold to the canning factories at good prices.

Tangipahoa Parish is truly the stockmen's and dairymen's paradise, the abundance of cheap cut-over land, the very mild climate and the vast natural range, as well as the ease and abundance in which hay and forage crops are grown, making stock raising and dairying a profitable undertaking. The mild climate makes it unnecessary to provide expensive shelter for the stock, and natural range is available almost the year round. Modern milk cooling stations have been established at Kentwood and Loranger, and steps are being taken to establish such



a plant at Hammond, which will be an added attraction for the dairy business. The parish is now practically tick free and it is expected that dipping will be discontinued in several months. Much pure-bred stock is being brought into the parish, the Uneedus Farms, at Uneedus, and the Loranger Community, Inc., at Loranger, being the leaders in this respect, and, as a result, many fine herds are being developed. The show herd of dairy cattle of the Uneedus Farms, on a recent tour of the large fairs of the South, made an enviable record in competition with the best stock from other sections of the United States. Many of the dairymen and stockmen of Tangipahoa Parish attended this year's National Dairy Show, and toured the large dairy centers of the North, and, while there, made heavy purchases of pure-bred dairy cattle for their farms.

While strawberry culture, dairying and stock raising are the principal industries of the parish, the general farmer will find this a very attractive and productive field, as corn, cotton, oats, sugar cane, potatoes and practically all kinds of vegetables are very easily and profitably grown. Practically all of the land in the parish is high and rolling and affords excellent natural drainage. An expert government engineer, in a recent report on lands for soldier colonization, has recommended Tangipahoa Parish as one of the two locations in Louisiana suitable for this purpose.

In addition to the above, Tangipahoa Parish offers an attractive field for industrial pursuits, being located on the main line of the Illinois Central Railroad, and just at the door of the great port of New Orleans. There are large lumber and woodworking mills in the parish, canning factories, cotton gins, a cotton gin machinery factory and extensive naval stores operations.

The Sweet Potato Industry

The importance of the sweet potato in the agricultural development of the many thousands of acres of cut-over pine lands in this vicinity, is being recognized by many of our far-sighted land owners, who realize that most of the pine soils are peculiarly adapted to the successful production of this important food product.

The Natalbany Lumber Co., whose headquarters are at Hammond, and who are owners of some 100,000 acres of land in this vicinity, through their agricultural and development agent, Mr. E. Spraker, have erected and filled a 10,000-bushel capacity curing and storage house at Natalbany, La., which is the terminus of the N. O. N. & N. Ry., and the site of one of the large mills.

Mr. Spraker reports that these potatoes were purchased of the farmers living among their lands, under contract made in the spring of 1920, at a cash price delivered at the railroad station during October and November and that the operation has been



ARTESIAN WELL, HAMMOND, LA.

highly satisfactory to both the farmer and the company. So much so, in fact, that the company will erect additional storage capacity which will enable them to cure and store 20,000 to 30,000 bushels of this valuable crop in the year 1921.

This plant was built and operated in strict accordance with the plans and instructions furnished by the United States Department of Agriculture.

The great importance of the sweet potato as one of our staple crops, can best be realized by referring to the report of the United States Agricultural Department, Bureau of Crop Reports, which estimates Louisiana's sweet potato crop for 1920 at 8,000,000 bushels, and being fifth in importance, as a money crop being valued at \$7,500,000.

The Illinois Central Railroad will be the most important factor in the successful marketing of sweet potatoes from this section and we feel that we can depend on the Illinois Central Railroad to do its part.

One of the most attractive features of Tangipahoa Parish is her good roads, there being a total of sixty miles of model gravel

highways in the parish, and, with the completion of a short connecting link now under construction, there will be a model highway running from the city of Hammond, in the extreme southern part of the parish, to the Mississippi state line, and practically completing Tangipahoa's contribution to the Burlington Way, the Mississippi River Scenic Route, and the Jackson Highway, all of which natural highways will converge at Hammond before entering New Orleans over the proposed Hammond-New Orleans Highway.

An organization which is performing a real service in developing and advertising the advantages and resources of Tangipahoa Parish and the city of Hammond is the Hammond Chamber of Commerce, Inc., composed of not only the leading business

men and women of Hammond, but numbering among its members men from all parts of the parish. This organization realizes the paramount importance of advancing the agricultural, as well as the industrial and civic interests of the parish and promoting closer relations between the agriculturist and business man, and considerable progress is being made along these lines. This organization has done, and is doing much toward educating and Americanizing the many foreigners in Tangipahoa Parish, and is working hard in support of a greater agricultural college for Louisiana.

The Chamber of Commerce extends through its president, Mr. O. P. Waldrep, and its secretary, Mr. E. A. Herring, an invitation to visit Hammond, or to write them for details.

Churches of

Hammond La.



Response of Employes to Appeal of President Markham

A recent letter which President Markham addressed to employes of the Illinois Central System, urging them to increased efforts to bring about economies and to help increase the volume of business handled has been met with the loyal spirit which throughout the years has marked the Illinois Central System.

Employes are seeking to increase efficiency and to increase the volume of business handled, according to the evidences which come from all parts of the system. They also have been lending their hearty support to the effort being carried on to create a better public understanding of railway problems.

A number of evidences of this spirit have developed in the form of letters addressed to President Markham and other officers.

Discusses Service with Patrons

E. O. Arrington, agent at Gilman, Ill., writes as follows, in a letter addressed to President Markham under date of January 7:

"I have read with interest your various circular letters in which you have, in a general way, placed before the employes of this company some of the perplexing problems now before the railroads, and have showed them the necessity for a more congenial working spirit among themselves, such as will assist in attaining to the utmost an economic and efficient operation of the railroad; also your articles to the business and general public for their co-operation, constructive criticism and suggestions, and can say I have noticed their far-reaching effects.

"I have heard discussion among several of the various classes of the public; in fact, I have discussed these topics with the business men here as well as with both acquaintances and strangers of the general public, and in every instance the conclusion was in favor of such principles. In many cases I did not let it be known that I was an employe of the Illinois Central, thinking possibly it might be I could get some different views on the subject. However, in the end there were no variations.

"Efficient railroad service is the public want. This can, in my opinion, be produced only by the fullest co-operation between all concerned, each and every one 'doing his bit.' There is no other medium through which we can hope or expect the support of the public than to give it the good service for which it pays.

"With personal good wishes for your continued success with this campaign."

V. R. Byrd of 964 Rayburn avenue, Memphis, a conductor on Y. & M. V. local freight

trains Nos. 91 and 92, between Memphis and Clarksdale, has been giving considerable attention to making friends for the Illinois Central System. He says, in a letter to President Markham under date of January 18 from Memphis:

Bitter Feeling Dying Out

"I find the anti-railroad hostile feeling rapidly diminishing on our road, and I believe our employes can do a great deal to bring about a better feeling and understanding between the farmers and business men and the company. To do this and bring about a spirit of friendship between patrons and the company is one of my chief aims, and will be so long as I continue in your employ.

"J. A. Kichey, Penton, Miss.; Darron & Cox, Penton, Miss.; R. W. Owens, Evansville, Miss.; B. and J. D. Williams, Evansville, Miss.; S. W. Owens, Bowdre, Miss.; J. W. Lake & Son, Maud, Miss.; Carn Brothers, Moon, Miss., and J. T. Fargason, Clover Hill, Miss.—I find all these gentlemen very friendly toward the company, and, as large shippers and our best patrons, I am sure we meet them half way. E. K. Holloway of Nemway, Miss., a member of the board of supervisors, I find very friendly toward our lines and, having a large circle of friends and business acquaintances, have tried and succeeded in getting his friendship and good will. When any of these gentlemen need any cars I tell them that it is a pleasure to accommodate them, and that is what the company proposes to do for them, serve them promptly and efficiently—that is the motto of the Illinois Central good service. In my experience of eighteen years with your two lines I find good treatment, like bread on the waters, oftentimes returns to us with interest."

Mr. Byrd is a newspaper contributor and in his writings he has sought to impress upon his readers the need for the proper spirit of understanding between the railways and the public—the understanding that will insure proper co-operation.

How One Agent Responds

T. L. Dubbs, superintendent on the Vicksburg division of the Y. & M. V. lines, followed President Markham's message with a letter to agents. The following is the reply made to Superintendent Dubbs by E. E. Clark, agent at Cleveland, Miss., under date of January 4:

"In reply to yours of 3rd inst., addressed to various agents, which has reference to President Markham's letter dated the 29th ult., beg to say that **this is the way I am**

soliciting new business: Every time a merchant gets in a shipment from up east or from a connecting line, I call on him personally and ask that the next time he makes an order to be sure and tell shipper to route via Indianapolis, care of the Illinois Central—that is, if it is coming from up east. I also tell them that if they want a new depot or any improvement around the station, they will have to co-operate with us in every way possible, so that we can get the longest haul—in other words, we are neighbors, live here together, go to the same church, our children go to the same school, and we have to help one another, in order to ever accomplish anything.

"As to increasing efficiency, beg to say that I am with my force constantly, and every once in awhile remind them of the fact that times are hard and there are lots of fellows looking for jobs, but that I want to keep all of my boys, and in order to do this they will have to be nearly 100 per cent efficient, for the management will not tolerate a lot of costly errors. They must see that all freight is properly packed and marked before receipting for same; that this freight must be loaded in the right car and properly stored; not to allow anything lying around that a passenger or customer would stumble over, thereby causing a lawsuit that might be costly to the company; to keep the waiting rooms warm and comfortable, to watch the foreign cars and get them started home, so that we won't have to pay per diem.

"The word 'think,' in my opinion, is the biggest word in the railroad game today—just a little thought mixed with common sense is all that is necessary to create efficiency. There are some fellows who never did or who never will have a thought, and the sooner you get rid of this class the better it will be for all concerned.

"As to economy, I think that we can save in various ways, such as in coal. We should keep the rooms comfortable, but not fill the stoves with coal. I believe that we have all burned twice as much coal as is necessary and could do on one-half. The same applies to stationery.

"I, for one, feel confident that I am going to more than pay my salary in new business and economy. I feel that we are one big family, and in order to stay where we are we have simply got to pull off our coats and get busy."

He Has the Family Spirit

A letter brimming over with the family spirit which cements together the officers and employes of the Illinois Central System was received by President Markham from C. H. Miller of 620 Woodlawn street, Memphis, a layer-out and flanger in the boiler department of the Memphis shops. Mr. Miller, writing from Memphis under date of January 3, says:

"I have read your New Year's message to Illinois Central officials and employes, and, as one of the latter, I assume the message, as it is addressed, includes us all in one big family, with you as its able head.

"Being a unit in that great system, may I express myself without seeming forward, without fear of being misunderstood? May my loyalty of the past be grantor for my utterances following? You call upon all of us in your message to become self-appointed solicitors for freight and passenger business. One of my proudest possessions is a letter of thanks from General Passenger Agent Newman, for business I procured for the road. Also a bulletin notice posted in the shops from Major Walsh's office, commending me for loyalty and service. This happened before we entered the World War. I assure you I never lose an opportunity to boost our road. I do not look upon the Illinois Central as a soulless corporation, but rather in the light of being my one best friend, and I love every inch of it from the Great Lakes to the Gulf.

"In the evenings, sitting at my own fire-side, I like to study that old friend, find its faults and, in my mind, suggest remedies. Economy is a great theme; in fact, one of the most combative subjects handled by employers of great bodies of labor. Economy and waste are synonymous—how little understood and practiced by the mass of toilers! As an illustration—hanging high in the boiler shop near my lay-out table is a large sign, 'Save Material.' When that sign was hung, everybody noticed it and came to me, saying: 'They are after you, aye?' Then they forgot the sign, as their impression was that it hung there for my benefit alone.

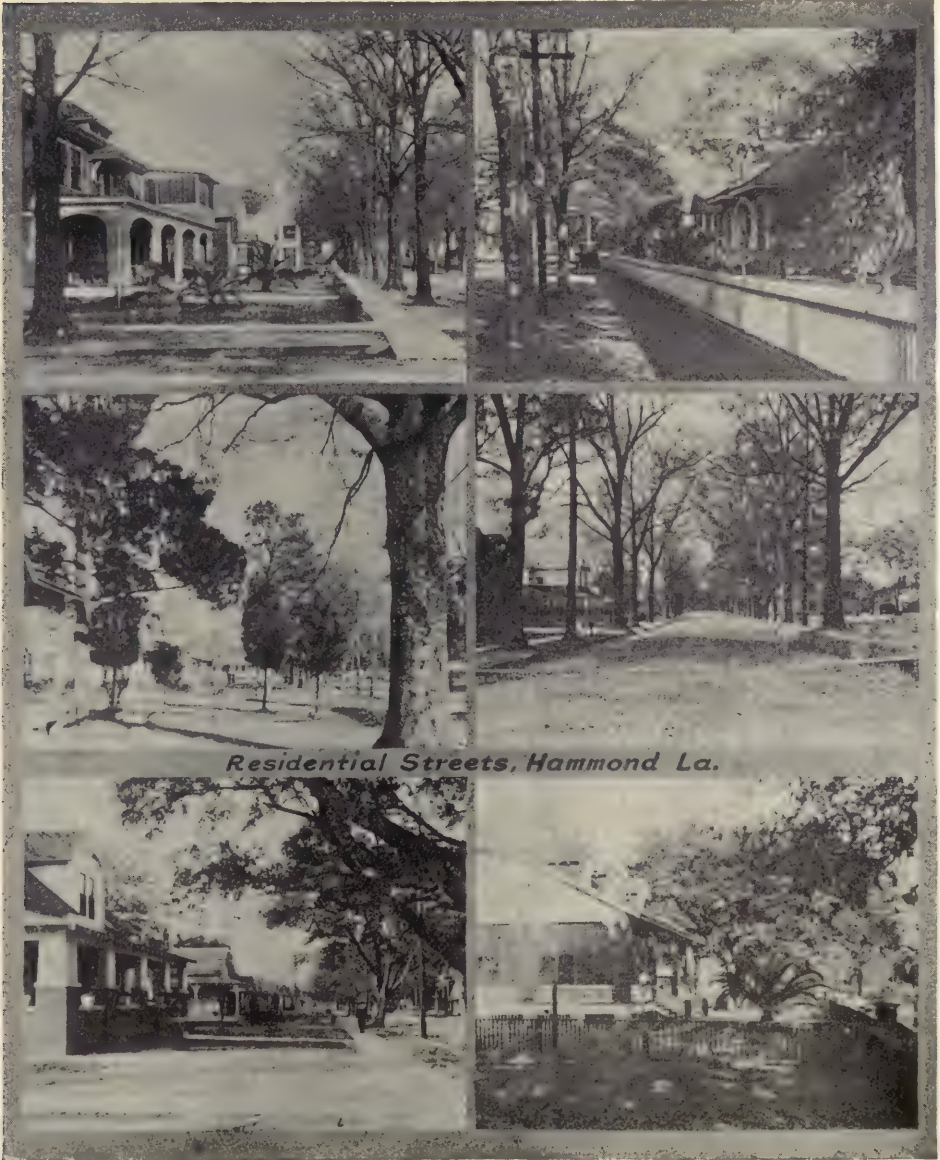
"The wastage on a large railroad system must indeed be appalling, and I have often wondered why the railroads did not have a reclaiming department. I know there are some things reclaimed around the shops, yet I do not believe the ratio is one in five to the wastage. It is not the fault of the officials, be it in the shops, on the road or at the terminals. It is the system, or lack of system, that causes railroads, year in and year out, to go down in their pockets deeply for upkeep. They spread propaganda about prevention of accidents, safety first, and sanitation, all very necessary, yet, why not get after that vampire, the waster? I have lots of ideas on this subject, for I have given it considerable study—but I will not inflict them upon you.

About our duties to the traveling public:

"I believe our train service is the equal of any and superior to most. One fault that has never been overcome is the jarring and jerking to a train when the air is applied. I have figured on that problem, Mr. Markham, and, by Jove, I am sure I have the solution. I came to this road eight years ago in its troublesome times, and have been

from A to Z in the boiler department. These shops have the best bunch of officials ever. It is a pleasure to work for and with them, and I want you to know that here is one fellow who looks upon the Illinois Central as something besides a pay check, who is not writing through egotism, or a desire for notoriety, but rather with the wish that thou-

sands of other workers with our road give it a few of their thoughts during and after working hours so that this year will bring forth a message from you of wonderful achievements with a record unsurpassed in the history of railroading, and a greater promise for the year 1922. It is not to the past we turn, but to the future."



Purchasing & Supply Department

The Calf Path

By Mr. E. R. Barstow, Supply Dept., Burnside

You no doubt remember the old poem which starts like this:

"One day through the primeval wood,
A calf walked home as good calves
should,
And left a trail all bent askew.
A crooked trail as all calves do."

Then (as the story goes) a man walked along the path; then several more followed him, until finally the beaten path became the principal thoroughfare of a great city, although one of the crookedest streets one will find anywhere.

The calf when originally laying out this street had no such thing in mind; its motive was to get from one place to another, and as the brains of a calf are not built for concentration, in following its natural inclination, the trail left behind reflected every digression from the fixed purpose.

Now there is no particular criticism due to the calf, but the man followed the calf. If the man had had the vision and the initiative to improve on the path of a calf, this street would now be straight.

Much might be written along these lines not only regarding the fallacies of following a beaten path simply because some one has laid it down, but also as to the lack of interest which would permit such a condition to exist.

Each time a matter is handled, if some improvement has not been made somewhere, there has been no progress made. The man—in following the calf—should have eliminated at least one kink in the path, and those following, should have straightened out others until the final result would have been perfect alignment. How many of the men who subsequently followed that path realized that they were following a calf? They only saw the footprints of the man before and were satisfied to follow.

This condition is true in all branches of

railroad work. We are often tied down by precedents and systems maintained long after the original cause has been forgotten. In shop practices, many men are prone to follow the lead of the man under whom they served their apprenticeship, and often excellent ideas are lost by their failure to suggest improvements in present practices. I do not mean to say that a great deal has been accomplished—it has—but I am satisfied that if a thorough canvass of any railroad in the country were made, it would develop many cases of lost energy due to following the calf paths of the past.

There is too much detail in railroad work for the executive to follow every operation. A great deal of this must be delegated to the subordinates who must be looked to to develop judgment and foresight in straightening out the various operations and in eliminating those for which the need has passed. In order to do this, it is necessary to stimulate an inquiring mind in each one who has anything to do with the supervision of others, to look into and question the various practices in force. They should be thoroughly conversant with the needs of the branch of the department which they represent as well as the ultimate use to which the product of their labor is put, and be ready to accept suggestions from those with whom they come in contact.

The various drives for the prevention of accidents have been fruitful; would it not be worth while to institute a campaign for a certain period for the elimination of useless energy. A simultaneous movement along these lines with each executive looking into the various practices in his department as well as the value of the various reports rendered, many of which may have been continued for long periods of time on account of failure to cancel instructions or similar reasons, would do much to eliminate this waste as well as to stimulate original ideas for the betterment of the service.

Things We Should or Should Not Do

Have you read our President's articles and circulars relative to the operation of railroads? If not, you should so do in order that you may talk intelligently on these subjects with the public.

Every dollar's worth of material saved will keep an employe working and will pay for an hour or more labor.

Why use letter heads for scratch paper when there is a supply of obsolete forms available for the purpose?

Don't throw away dope from journal boxes. It can all be used again.

Don't get into the habit of throwing matches in the waste basket.

Save electricity, it costs labor to produce it.

Stop, Look and Listen before going around a cut of cars.

Don't leave your oil can run when going from one piece of machinery to another in oiling up.

Save waste paper—it will help the treasurer.

It is too bad that the I. C. R. R. could not make 50 car miles per day. Some one laid down or was not on the job—was it you?

Assist all you can, do an honest day's work, it may save the other fellow's job in these times.

Every one help routing foreign cars home. Do not load them in the opposite direction.

Use your head as well as your hands. At this time it will help considerable.

Assist the other fellow whenever you can, especially where the company is interested.

Goodbye; will see you in the March issue.



Illinois Central Directs Attention to the Grade Crossing Problem

For the four-year period ended December 31, 1920, there were 4,350 persons killed and 12,750 persons injured in automobile grade crossing accidents in the United States.

For the same period there were 158 persons killed and 659 persons injured in automobile grade crossing accidents on the Illinois Central System. Analysis of these cases shows that crossings considered the safest are actually the most dangerous.

A serious automobile grade crossing accident, involving personal injury or loss of life, is usually followed by a demand upon the railway for the elimination or "protection" of the crossing involved.

Crossing gates do not entirely eliminate accidents. People become educated to rely upon the gateman instead of upon their own faculties. If the gateman errs, the danger of accident is very great.

Electric warning bells do not entirely eliminate accidents. If they ring a great deal, automobilists disregard them. In addition, there is always the possibility that a bell may not be in order just at the moment of greatest danger.

Crossing flagmen are not infallible. The human element enters into most accidents, and crossing flagmen are like other human beings. Some of the most disastrous automobile grade crossing accidents have occurred at crossings where flagmen were on duty.

One of the results of crossing "protection" is to teach the public that crossings are safe. The opposite should be taught. All railway grade crossings are dangerous—the "protected" as well as the unprotected crossings. This should be impressed upon the minds of everybody, beginning with the children in the schools.

There are about 8,000 grade crossings on the Illinois Central System. It would cost approximately four hundred million dollars, or substantially more than the combined stock and bond issues of the Company, to eliminate them by separation of the grades. The following is quoted from the report made by the Grade Crossing Committee of the National Association of Railway and Utilities Commissioners at Washington in November, 1920: "To eliminate all grade crossings in the United States would probably cost as much as all the railroads in the United States have cost."

Outstanding features of this question are: 1—Inability of the railways to eliminate all grade crossings at any period within present vision. 2—The unreasonableness of some communities insisting upon the railways doing things for them that cannot be done for all. Every community has its dangerous crossings.

One state could not reasonably expect the railways to eliminate all of its grade crossings unless the same thing were done in neighboring states—in all states. The same principle applies to cities and towns.

The railway grade crossing problem is usually considered from two viewpoints—the railways and the public. There is the viewpoint of engineers and firemen, which should also be considered. Their duties are nerve-racking, and the habit of automobilists in racing to crossings, and darting upon the track immediately in front of locomotives, has a great tendency to confuse and distress them. They do not want to be involved in accidents causing personal injury or loss of life. They ought to have some assurance that an automobile will be brought to a stop before it is permitted to cross a railway track.

The benefits derived from the elimination of grade crossings by the construction of overhead bridges and underpasses—the only plan promising absolute safety—accrue largely to the public in safety and convenience. Therefore, when crossings are eliminated, the expense should be divided on some fair basis between the taxpayers receiving the benefits and the railway. If the people of a community paid in proportion to the benefits received when a crossing is eliminated, demands for elimination would be less frequent. More crossings could be eliminated.

The automobile, in proper hands, is an agency of safety at railway grade crossings. It can be driven up close to the tracks and stopped in perfect safety. That cannot always be done with a spirited horse. Therefore, the increasing use of the automobile and the decreasing use of the horse should be solving the grade crossing problem, instead of making it worse.

We recognize there are crossings that should be eliminated, but the crying need is for some plan of action that will prevent loss of life and destruction of property in automobile grade crossing accidents that can be put into effect immediately. One practicable remedy, which would cost but little, would be to inaugurate a great crusade against carelessness of automobilists at railway grade crossings. Require them to Stop, Look and Listen. No automobilist who does that will ever meet with an accident at a railway crossing.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central Railroad Company:

Traffic Department

Illinois Central Dairy Club Short Course at the Mississippi State Fair

By H. J. Schwieter, General Development Agent

During the past six years dairying has made phenomenal progress in the state of Mississippi along the lines of the Illinois Central and Yazoo and Mississippi Valley Railroads, due to the broad-minded policy conceived by the management of these roads, and the efforts of the Development Bureau. It was a policy destined to succeed because of the abundant natural resources—those intangible things not made by man and not purchased with money—the climate, the soil, the rainfall and the natural grasses with which the state is abundantly blessed.

Each year since 1914 has written a new chapter in the dairy history of the state. Each year has marked a new era in the development of the dairy industry.

The interest developed has been maintained in spite of high priced cotton during the years 1918 and 1919. Not because the farmers of Mississippi loved cotton less than dairying, but because dairying, the highest degree of diversified and intensified farming, brought them an assured revenue

335 days in the year. In addition to this steady remuneration, the dairy farmers have realized there is no better soil builder and fertilizer factory than the dairy cow.

To further stimulate and promote this highly intensified phase of farming in the state of Mississippi, a "dairy club short course" was conducted at the Jackson (Mississippi) State Fair by the Development Bureau in co-operation with the Extension Forces in Chicago of Home Demonstration Work of that State. Why? Because we believe that no matter how humble the cabin or place called home, if we could use our work as an entering wedge to the homes in the rural districts, and show the fathers and mothers, through their children, the advantages to be derived from dairy farming, that we would be adding new recruits to the cause who would go back to their homes and in their communities disseminate the information obtained regarding the real value of the dairy cow on the farm.

With this in view, twelve Mississippi Dairy Club girls were selected from as

*Demonstration in testing milk for butter fat
by agricultural agent Bland*



many different counties traversed by the Illinois Central and Yazoo and Mississippi Valley Railroads in that state, with whom to carry on the work at the State Fair. The girls were selected on the merits of the work they had done in dairying during the year.

These prize winning girls and their cows were given a free trip to the Fair at Jackson and return, and all their expenses paid. As a result of the splendid work done at the Fair, four of the girls were given a free trip to Chicago and the National Live Stock Show this year.

OUTLINE OF WORK AT SHORT COURSE

1. Daily demonstrations and lectures on "How to Judge the Dairy Cow." The girls as well as the visitors at the Fair participating in these demonstrations.



2. Daily lectures on Feeds and Feeding.
 - (a) Balanced ration.
 - (b) Value of the Silo.
 - (c) Value of leguminous hays
 - (d) Good Pasture.
3. Weeding out the Scrub Cow.
4. Value of Purebred Sire in building up Herd.
5. Sanitation in handling milk and by-products.
6. Value and use of milk and its by-products.
7. Testing milk for butter-fat.
8. Lectures on Modern Barn Equipment, use of Cream Separators and other milking utensils.
9. Value of Dairy Cow in soil building.

RECORDS MADE BY THE GIRLS

The following records will show what some of the Club girls did with their in-

dividual cows and the period of time in which it was accomplished.

Nellie Stribbling, age 15, Hinds County, 8 months' record 3,928 pounds of milk; profit \$287.40.

Viola Ward, age 15, Madison County, 4½ months' record 4,327.5 pounds milk; profit \$166.85.

Ellie Shields, age 18, Attala County, 4 months' record 3,239 pounds milk; profit \$137.98.

Lena Grace Ramsey, age 13, Copiah County, 9 months' record, 7,615 pounds milk; profit \$458.25.

Leula May Wilbourn, age 10, Yalabusha County, 5½ months' record 4,453 pounds milk; profit \$219.70.

Eleanor Hester, age 13, Clay County, 4 months' record 2,282 pounds milk; profit \$145.66.

Eddie Kate Crouch, age 13, Lafayette

County, 9 months' record, 4,680 pounds milk; profit \$225.19.

The lesson the Development Bureau endeavored to bring out was that if the girls could make records as above presented with their *scrub cows* how much more could they have accomplished had they been working with cows highly efficient in milk and butter-fat production. There was no better method to illustrate this (in our judgment) than the one used.

The girls who were at the Fair are determined to do better work in 1921, and some of them have already purchased purebred cows.

RESULTS

Many compliments have been given us on the splendid work the Illinois Central Railroad has done and is doing in the development of the dairy industry in Mis-

Mississippi, and we give below excerpts from letters, which speak in no uncertain terms of the effect of the Illinois Central Railroad's Dairy Club Short Course at the Fair.

Miss Susie V. Powell, Assistant Director of Extension in charge of Home Demonstration work writes as follows:

"Continued absence from my office has prevented me before now from writing to you my thanks and appreciation of the excellent co-operation which your Company gave our Dairy Clubs at the Mississippi State Fair. From all accounts, the Dairy Short Course was a decided success, and Miss Donaldson, our Agent in Dairying, tells me that already she is feeling the effects in increased interest shown in Dairy Club work. I feel sure that 1921 will show a big advance in home dairying largely due to your help."

The following letter from Miss Agnes Donaldson, Agent in Dairying, who co-operated with the Development Bureau at the Mississippi State Fair, and who has charge of home dairying in the State, is a most emphatic endorsement of our efforts:

"We want to thank you for making possible the Short Course for Dairy Club girls held at the State Fair this year. We also want to express our appreciation for the untiring efforts of you and your splendid co-workers in making his Short Course so successful.

"The girls who were there got a vision of the work that they have not had before and are spreading enthusiasm for dairy work in their respective counties.

"We have recently had an Agent's District Meeting for the two North Mississippi districts, where we stressed dairy work. These Agents are all planning to do dairy work another year. The Home Demonstration Agents were very much interested in the account of the dairy work we did at the Fair this year, and all who were not eligible this year say they will have girls another year.

I hope we can soon formulate definite plans and requirements for another year, as I believe definite things to work for is a great incentive to both Agent and Club member.

Yours truly,

"Agnes Donaldson,

"Agent in Dairying."

The following letter from Mrs. Olive K. Barnes, County Home Demonstration Agent, Batesville (Panola County) Mississippi, shows that the inspiration received at the Illinois Central exhibit at the State Fair is at work in the rural districts, and that results are to be obtained that cannot be measured at present.

"I wish to express my appreciation for the courtesy shown Panola County in sending Margaret Woodruff and her cow to the State Fair. I am sure no girl had a better time than Margaret and the best of all she learned so many valuable lessons. She has such a desire to do her work well enough to win another trip to the Fair next year. Margaret looks at club work in the right way. It is not just the prizes she is after, but she just likes to learn worth-while lessons.

"I am enclosing an order for your little booklet, 'Let the Dairy Cow Indorse Your Note,' which I consider so practical. Our bankers are becoming very much interested and I believe we will be in a position to do some splendid work this coming year.

"Assuring you again that I sincerely appreciate all help received from the Development Bureau, that I consider your men far above the average in efficiency and that I expect most certainly to take advantage of their services, I am, Yours truly,

"Olive K. Barnes,

"County Home Demonstration Agent."

Information reaches us that because of the interest aroused through the Dairy Club work at the State Fair this year there will be 100 Mississippi girls and their cows at the 1921 Fair.

We are also advised that Mr. Hurst, State Club Leader for Boys, has become so thoroughly enthused that he expects to have not less than 100 Dairy Club Boys and their cows at Jackson in 1921.

We are going to make the Dairy Cow and Dairying by far the biggest event at the 1921 Fair. With 200 boys and girls and 200 good dairy cows on exhibition in 1921, we will have 1,000 in 1922, and by 1925 the lowing of fine herds of dairy cattle, the swish, swish of milk and the banging of milk cans and milk pails will be music to the farmers' ears and Mississippi may yet become the Milk Pail of the Nation.

Educational Meeting of Employes

By S. C. Hoffman, Signal Department

Signal employes of the Illinois division, for the past two or three months, have been planning to hold meetings, that they have termed "Educational Meetings," at regular

intervals, or about once a month, to better fit themselves for their chosen vocation.

It is planned to hold these meetings at different points on the division, so as to offer

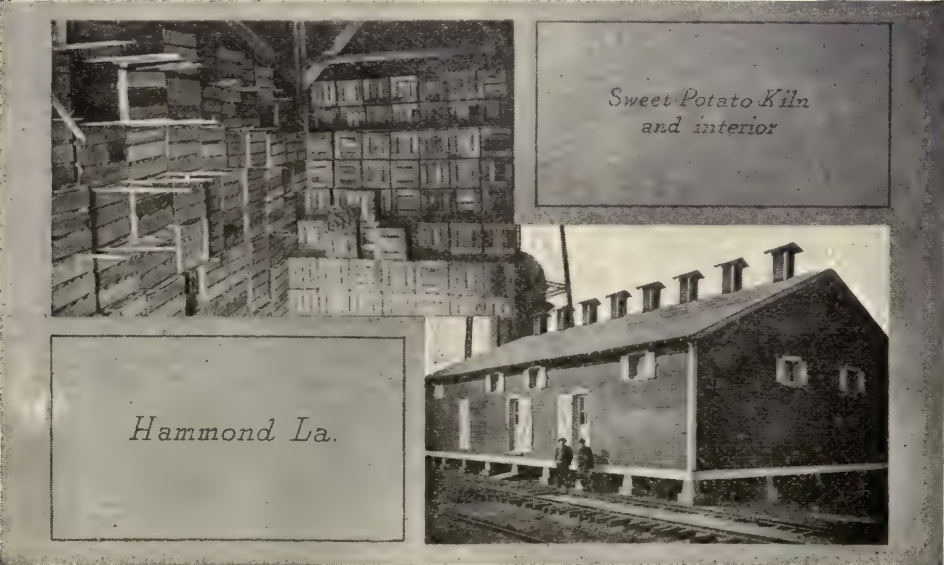


ILLINOIS DIVISION SIGNAL EMPLOYEES' EDUCATIONAL MEETING, HELD AT KANKAKEE, JAN. 16th, 1921

an opportunity to inspect the various kinds of apparatus, and the standard of maintenance given same, and to equally divide the distance each man has to travel to attend. At each meeting it is intended to try and have some one from the signal engineer's office, or a representative from some manufacturers, who's product we use, to meet with us, and deliver an address on one of the many interesting subjects, or explain in detail the best method of handling their product.

January 16th, and the above kodak picture gives a fair idea of the attendance. Several subjects were discussed and committees were formed to prepare papers on

them for the next meeting, but the most interesting part of the meeting, was the address given by our Signal Engineer, Mr. Morgan, on track circuits. Mr. Morgans' address on track circuits was so very plain that the youngest helper, and the best versed man in the signal game on the Illinois division, understood and was benefited, making the first meeting a success above expectations. These meetings are quite in line with Mr. Markham's letter of the 29th, of December, 1920, asking us to practice economy, and improve our efficiency, so as to make two blades of grass grow where one grew before. There is no better way to practice economy, and improve efficiency in main-



taining signals, than to know more about the business.

Next meeting will be held at Mattoon, February 13th, and Mr. B. F. Hines, South-

ern Manager, Thomas A. Edison, Inc., Primary Battery Division, will address us on how to use Edison Primary battery for the best economical results.

Weighing of Freight

By R. B. Goe, Supervisor of Weighing

Weight is the unit of measurement on which practically all freight transportation is sold and the Weigh Car like the Hold Car is one of the serious problems of yard operation.

Approximately nine-tenths of all car load and three-fourths of L. C. L. freight must be weighed if the carriers are to receive full pay for services rendered. Therefore, it is highly important that scales and weighing be given due consideration.

The first consideration is that of a reliable weighing machine, properly installed, maintained and located so that accurate weighing may be performed with the least possible delay and expense to yard operation. Weighing should be performed by competent weighmasters, who have been properly instructed and have subscribed to weighmasters' oath.

All freight both C. L. and L. C. L. should be weighed at loading point if there are scale facilities for so doing at such point, if not, then at the first available scale in transit. This is a tariff requirement, a protection of revenue, a defense in questions of claim and a safety measure in case of an overloaded car. A great many commodities transported are from their inherent nature shrinkable. Weighing rules approved by the Interstate Commerce Commission and industrial bodies provide, that carriers are entitled to point of origin weights on such commodities and it naturally follows that the farther we haul shrinkable freight before weighing the less revenue we receive for its transportation. If every one concerned in yard operation would keep this one feature in mind and see that cars are accurately weighed on first available scale, the returns will more than pay for the time consumed and reflect greatly the earnings of the railroad as well as be of great help in adjusting overcharge claims and claims for imaginary losses.

It is often necessary in order to relieve congested terminals to run the weigh cars resulting in failure at time to weigh at any point and a delivery to consignee on some tariff estimate or other more or less unreliable weight. When this condition exists employees should promptly notify the agent or yard master at next weighing station of the fact and endorse on waybills weigh at _____, designating name of next scaling station.

Several years back railroads were required to weigh all freight. At present not over

one-half of the actual weights are secured by the carriers on their own facilities. Packages have been standardized, shippers have installed their own weighing devices, rules have been made and are in operation whereby standard package, tariff, and shippers' weights may be legally accepted under weighing agreement and used by carriers for the purpose of assessing their transportation charges. The tariffs provide, however, for certain supervision and checking of shippers' invoices. These weighing agreements are supervised either by one of the several Weighing Bureaus of which the railroads are members or by the carriers own organization. It is, therefore, important that representatives of such bureaus be given necessary assistance at stations where such agreements are in effect in order to facilitate their work and insure proper supervision of shipper's weight, and any employee noting irregularities in weighing description, classification, etc., should report the facts promptly to the district manager of the bureau or to the railroad weighing department. We must depend in a large measure upon employees for information of this nature.

We must also depend on the station and yard organization to a great extent for check weighing of freight especially on L. C. L. shipments. The day of estimating carload weight is past, but from results obtained by reweighing L. C. L. shipments, the indications are that this system is still practiced on all roads to a greater or less extent.

During the year 1920, figures taken from agents' report form 227, "Reweighing of Freight," show 26.6 per cent of total tonnage reweighed—increased revenue \$15,723.29. While the greater part of this freight originates on other lines or represented by erroneous shippers weight, the fact that but 26.6 per cent was reweighed indicates considerable loss in revenue by incorrect L. C. L. weights.

Close supervision of scales, weighing and weights is one of the most important factors affecting freight revenue. Another important feature greatly affecting revenue of a railroad is intensive loading of equipment.

During periods of car shortage, the natural tendency is toward heavier loading, but in periods of a surplus the general impression is that it is not necessary, the tension is relieved and the average tons per car goes down.

We have been trying to maintain an aver-

age of 30 tons per car on all commodities, a figure we have reached but a few months during the past year, and figures just compiled for first seven days in December since the car situation has improved, indicate an average of 24 tons per car. This means that our earning power per car has been considerably decreased, and the cost per net ton mile seriously increased. Based on 28,000 cars loaded December 1 to 7, 1920, at 24 tons—against 30

tons per car—140 loaded miles per car, average, presuming the cost per gross ton mile to be five mills, the cost per net ton at 24 tons per car would be \$1.195—at 30 tons \$1.096 or approximately 10 cents per ton per trip less with an increase of 6 tons per car. This would show a loss of approximately \$84,000.00.

It is, therefore, important that the question of heavier loading be followed up and a high average maintained.



Loss and Damage in Connection with Handling Less Carload Freight

By C. H. Williams, Local Freight Office, Jackson, Miss.

We are all familiar, through the medium of newspaper articles, public speeches and bulletins, with the campaign which is being waged to secure greater efficiency in transportation service, with special reference to increased car mileage, a larger supply of available equipment, and heavier loading of cars. These features have lately been stressed to the limit, and wonderful results have been accomplished. With the active co-operation of all concerned, the same results can be secured in another phase of railroad operation, the aggregate cost of which is not so well known to the public, and not so well understood where it is known.

"Loss and Damage" is an expression which has come to represent the greatest single item of useless expenditure of money by the railroads and the greatest annoyance to their patrons. The total amount paid out each year by all lines is staggering to contemplate, and it is made up of many thousands of small items, a very great proportion of which could be eliminated if everybody concerned would take an active and personal interest in the subject. No chain is stronger than its weakest link, and no employee is too inferior or too superior in the scale of employment or authority to be available in this campaign against waste. "Large oaks from small acorns grow" and it is the little mistake in handling freight which could have been and should have been avoided, which ultimately grows into the voucher to cover loss or damage.

This subject has been repeatedly made the basis of bulletins from the general offices of the railroads; rules have been laid down in profusion; employees have been begged, entreated, commanded to use greater care, thought and discretion in the handling of freight. The results are becoming apparent.

It may not be amiss, in the pages of this magazine, which is primarily for expression of opinions and ideas of the employees themselves, to discuss this subject from the intimate standpoint of the local agency employee rather than from that of the general office.

The Jackson, Miss., agency prides itself upon being one of the best of the moderate-sized stations on the best railroad in America. Suppose we outline, therefore, the complicated history of a package from the dray at the receiving door to the moment it goes out in the "local," not as an excuse for our

errors, but as an exposition of the many details involved.

Primarily, in order that there may be a loss or damage to freight, there must be the receipt of a shipment at a local agency for forwarding. It is taken into the warehouse at the receiving platform, where it must be checked to compare in all items and description with the dray ticket; must be inspected to ascertain if it is properly packed, marked, labeled, old marks of re-coopered packages obliterated, and generally to know, with absolute certainty, that the articles for which the company's bill of lading contract is to be issued are actually received, and are in such condition that they can be transported with reasonable certainty of arriving at destination in good condition if given good treatment en route. This is the initial stage of the proceeding. The check and receiving clerks and inspectors must be careful to the last degree, otherwise there is no limit to the number of errors which will arise at the very outset, and each and every one of these errors will cause either a shortage, an overage or a claim for damage or delay chargeable to the railroad whose bill of lading is outstanding for the shipment, said to have been received in full and in good order, whether it was so received or not.

Having passed the gauntlet at the door of the receiving warehouse, the freight must then go into one of the many cars spotted for merchandise loading. There must be competent and very careful checkers to see that it is carried by a trucker to the proper spot; there must be competent stowmen to see that no freight is placed in any car which is not marked for that spot and that each and every article is so placed in the car with reference to its size, shape and weight that it will ride without damage to itself or to the other packages in the same car. Heavy packages must not be stowed on top of light packages, nor fragile articles be placed in too close proximity to bulky and heavy articles, or damage will most certainly result. To load any package in a car, the floor of which is stained with oil, molasses or other greasy or sticky substances; to load shipments in sacks against nails or rough projections, or in a leaky car, is to invite claim. To load even one article of any shipment in the wrong car or to put the wrong car number on the billing is to cause an "Astray" shipment, which may, or may not, eventually reach

its proper destination, in any event causing unnecessary clerical work and transportation service to get it where it belongs.

Assuming that the shipment has been properly received, inspected and loaded, there is still the clerical work involved. The shipment must be waybilled to its proper destination; described as it is described in the bill of lading, and the waybill must show in every detail the shipper, consignee, car, destination, commodity and charges. After all this has been accomplished and the waybills for the day's loading have been properly lined up and sent to the yard office, the work of the local agency may be said to be complete so far as the physical handling of the shipment is concerned. From this point the freight is in the hands of the conductor, train crew, the elements and the delivering agency.

Freight does not, of course, all move outbound. There is also to be considered the inbound freight for local city delivery and for transfer to house cars for delivery to connecting lines. This must be carefully checked and handled when being unloaded; must be trucked to and properly stowed in switch cars, or to its proper place in the warehouse for local delivery. If in bad order, it must be inspected, contents noted and package re-coopered, and all notations must be placed in the through waybill or on the record copy of freight bill. None of these essentials may be omitted if the station is to keep its records clear and prevent unnecessary loss or damage.

Stop and consider a moment, therefore, how many and various are the operations necessary, as shown above, to start a shipment properly on its way, or to receive it for local delivery or transfer to connections. Consider how positively a mistake in any one of these operations will pave the way for loss and damage. Then figure out how greatly the loss in money and prestige to the company will be reduced if one-half or even one-quarter of these errors are avoided daily by care and attention to details.

To recover freight which has gone astray and return it to its proper destination is some satisfaction, but an ounce of prevention is worth a pound of cure. To avoid a loss or breakage is decidedly preferable to paying a claim, because, without reference to the money feature, in every case the claimant would prefer to have his shipment reach him or his consignee intact and without delay. Furthermore, at a junction agency the claimant is a competitive shipper and receiver of freight, and his friendship and satisfaction is a valuable asset.

Co-operation between employees and the public is the keynote of this entire transaction. It requires not merely the routine attention of each warehouse and local office employee to the special detail devolv-

ing upon him or her, but we believe here that we should work in unison; should study and know the entire history of a shipment from its receipt at the door to the time the car is sealed and ready to go; should help each other to avoid errors; should insist that the shipper present his freight in proper condition; should see that it is loaded and forwarded in the manner called for by the bill of lading contract and with promptness. Eternal vigilance is the price of success, and the forwarding station is the point where the transaction originates, or is closed, and where fully fifty per cent of all loss and damage can be prevented if the shipment is received properly, loaded properly and started forward with proper billing.

In the month of November, 1920, statistics for which are available at the date of this article, there were handled through the warehouse at Jackson, Miss., 6,490 tons of package freight. Assuming for the purpose of argument that each package weighed an even 100 pounds, there were handled in 25 working days 129,800 pieces of merchandise of every conceivable kind, size and shape. These were received at the doors from innumerable drays and by rail from 831 inbound merchandise cars; they were disposed of to local consignees or loaded out in 937 outbound merchandise cars spotted daily at 35 regular spots. On this volume of business in November there were checked against this agency, whether rightfully changeable to us or not, only 192 Over, Short and Damage reports. In October, 1920, the number so charged was 262. We believe these are both good records. It will be noted that we are improving. That is the main point. We intend to continue to improve.

We all have our troubles. The larger the station the more freight and the greater the opportunity for those errors to occur which are due to the human equation existing in all manual activities. The smaller the station the smaller the volume of freight, but fewer clerks and inspectors. No station is so large that it cannot give full supervision to these matters; no station is so small that even its few packages do not require the same constant supervision and careful attention to details.

Loss and Damage can, to a great extent, be avoided. It must be reduced. Inspect rigidly, check carefully, stow properly, bill and expense correctly. Do these things, Mr. Local Agent, you and your warehouse and office forces, with a determination to improve each month, and you will find that when the sum total of all errors from all agencies is added at the general office the reduction in the number of Loss and Damage items and the cost thereof will be a startling proof of the assertion that:

"It pays to be careful with freight."

CLAIMS DEPARTMENT

The Livestock Problem

The railways of the country are still seeking the Moses who will point the way out of the tremendous expense with which the roads are burdened in the payment of livestock claims.

Times are hard in the Mississippi Delta this year. Owners of livestock have very little feed, and even less money with which to buy feed, and consequently greater numbers of stock are turned out to pick their living as best they can. In addition, there is little market for stock. One hears frequently of mules selling at a trustee's sale for \$50 or \$75 a head which cost up to \$300 in the spring of 1920.

Almost invariably when an animal, thus turned loose as a trespasser, is killed by a railway train the owner expects the railway to pay a claim amounting to the original cost of the animal last year—and all too frequently courts or juries are inclined to allow such a claim when it comes to a test. Hence, there is little inducement for owners to keep stock penned up.

The public, when in full possession of the facts, seldom fails to render a just opinion. There is a great need for public education on this serious problem. When the people realize that the money with which stock claims are paid is taken out of their pockets, by means of passenger fares and freight charges, they will refuse to countenance those persons who deliberately turn livestock out to forage, chuckling a bit perhaps when the stock is killed and there looms up the prospect of a juicy claim. They also will demand that courts and juries decide such cases coming before them to the interest of the public.

The accompanying photograph, made by Claim Agent Zach Jolly at the Y. & M. V. station of Hushpuckena, Miss., illustrates the trespassing which owners of livestock permit, and which many of them encourage.

Several representatives of the Claims Department have received letters from their friends asking humorously to be advised as to the best method to be pursued in turning out trespassing stock so as to assure an immediate "passing on" into the other animal world. Charles T. Lunsford of Hackleburg, Ala., vice-president of the Bank of Hackle-

burg, thus writes to Claim Agent M. C. Payne at Fulton, Ky.:

"I have just been advised that Mr. A. L. Wiginton had the good fortune to get a calf killed by your trains on the morning of the 27th, for which you charged him nothing."

(Note: Mr. Wiginton had declined to place a claim for the calf killed, declaring that it had been a trespasser and the company was not responsible.)

"I have two calves about the same size of his, and am writing this letter to know if you would extend me the courtesy to let the train run over them free of charge. If so, will you please advise just how you prefer them placed: whether tied or driven along the tracks. Would you prefer hitting them in the north or south end?"

"Thanking you in advance for your prompt attention, as I am anxious to get rid of the same at the earliest date possible."

SUED FIVE YEARS; GOT NOTHING

Nearly five years ago Cicero Probus, an extra gang laborer, sustained an injury to his left leg, foot and ankle while loading rails at Dugan, Ky. Rather than go to the hospital or remain under the care of a physician, he neglected his injury, thus causing him more trouble than otherwise.

Probus claimed that the injury was the result of a mishandling of rails on the part of fellow employes, that the men threw a rail in such a way that it caught his foot. The other members of the crew declared that Probus stepped between the rails, causing him to fall and turn his ankle.

The injured man refused to allow the railway to settle the matter with him, immediately retaining attorneys and filing suit. After worrying with the suit for five years, the case was dismissed in the circuit court at Leitchfield, Ky., January 6. Not only has Probus failed to recover the amount which he expected, but he has lost in many other ways.

WASTING MONEY AND TIME

Mrs. Anne May Lucas of Canton, Miss., recently brought suit in the justice court at Canton against the Illinois Central. Her contention was that she bought a ticket for Halls,



STOCK TRESPASSING ON RIGHT-OF-WAY AT HUSHPUCKENA, MISS.

Tenn., the agent advising her that she could go through to her destination on train No. 4. The train does not stop at Halls, and Mrs. Lucas was advised by trainmen to change at Memphis to No. 106, which follows No. 4, reaching Halls one hour and fifty-five minutes later. She made the change under protest and brought suit for \$200.

No defense was made in the justice court and a judgment for \$200 was obtained. The case was appealed to the circuit court and set for trial January 14. To meet the charges properly it was necessary for the company to have present the conductor and flagman of train No. 4, the agent at Halls, Tenn., and the train dispatcher from Fulton, Ky. They had to leave their homes the evening of the 13th. Other cases being on trial, Mrs. Lucas' case was not called until 2 o'clock Saturday afternoon, January 15, when her attorney stated he did not know whether she was ready for trial, but would telephone her and ascertain. He did this and then announced to the court that she was housecleaning and that they would have to wait until she could dress and get down to the courthouse. Rather than do this, the case was continued to the next term of court. The witnesses were sent home to appear at a later date.

The operator at Canton who sold the ticket works at night, so he was held off one night that he might have his rest and be ready for the trial. The other four witnesses and the claim agent were there three nights and two days, for which time the company must pay, as well as their expenses, all of which will amount to \$100 or more. Still, the case was continued because the plaintiff was housecleaning and was not dressed for court, although she works in the postoffice at Canton and lives there. It was the duty of her attorney to see that she was advised that her

case was subject to call at any time from 9 o'clock Friday morning.

Notwithstanding all this there is actually at times a feeling that corporations get the best of it!

"MAY IT PLEASE THE COURT"

Claim Agent Charles D. Cary of Kankakee, Ill., offers the following contribution to the Claims Department:

"With colossal headlines the Dubuque papers announce that upon the recount of the votes the Honorable J. T. Tait has been elected justice of the peace by a safe majority. It is as useless to try and count Jim out as to endeavor to have the Salvation Army sing at St. Peter's. Counting Jim out is like flirting with immortality. Time tried it, and failed. It is now an even bet as to which will endure the longest, the pyramids or Jim. We hope the latter.

"It is immaterial for the purpose of this article whether Jim records his birth in B. C. or A. D. Whether he was a contemporary of the cave man or saber tooth tiger is of little sequence, save as a matter of antiquity. But as the evening star of a distinguished gentility, the Honorable J. T. Tait holds a secure place among true and upright men.

"Whether his technical knowledge of the law will be cited as a marvel of modern philosophy, we do not know. If a new and supernatural prodigy in legal lore has been awakened, we do not know. But we do know that the city of Dubuque has elected to office a man of sound convictions, whose mentality has but been quickened by years of splendid experiences with men and affairs, and whose judgment will be that of a just judge guided solely by a keen sense of right and wrong.

"The court of the Honorable James T. Tait will be a forum in which justice is done."

VOICING A PROTEST

The *Literary Digest* says that "Safety First" is being overdone, that it is being made a fetish. The following editorial, which reaches the Claims Department anonymously, is a reply:

"It is noted that a few in this country look on themselves as moved by the spirit to tell that possibly people are playing 'safety first' a trifle too hard for their own good.

"They tell us there is danger that we shall lose altogether the spirit of adventure, the thing that has made the bigger part of what is desirable in this old world. The man who won't take a risk, they tell us, need not expect to make a winning worth while; and what a saddened old world it will become just as soon as all of us begin to plod along, keeping to the middle of the road.

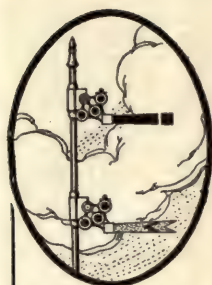
"It occurs to some observers that the few gentlemen doing this preaching are managing to get pretty wide of the mark. In this world at this time a man must take a sufficient number of chances, whether he will or no, to keep his spirit of adventure alive.

"And all this after he is careful to reduce the number of chances. He can do his careful best and still remain in considerable danger most of the time. He can live in Chicago, for instance, and be justified in the feeling that every time he goes on the street he may be staking his life on the adventure.

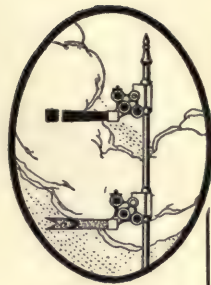
"And there is plenty indication that most people are paying little heed to safety first preachments. There is not the slightest chance that results of this preaching will ever get out of bounds."



NEAR HAMMOND, LA.



SAFETY FIRST



Illinois Central Railroad Company
The Yazoo and Mississippi Valley Railroad Company

Office of Chairman, General Safety Committee

Comparative Statement of Casualties as Reported to the
Interstate Commerce Commission

1919-1920

		Illinois Central R. R. Co.				Y. & M. V. R. R. Co.			
		Employees		Other Persons		Employees		Other Persons	
		Kld.	Inj.	Kld.	Inj.	Kld.	Inj.	Kld.	Inj.
January	1919.....	2	281	11	54	1	49	2	20
	1920.....	8	190	9	19	2	72	5	10
February	1919.....	4	233	11	52	—	51	4	5
	1920.....	3	166	4	17	—	75	—	4
March	1919.....	3	221	13	35	2	65	1	6
	1920.....	3	203	6	14	2	77	—	7
April	1919.....	2	185	9	29	3	57	8	93
	1920.....	4	192	6	17	1	67	2	13
May	1919.....	6	178	10	25	1	63	1	8
	1920.....	4	211	6	64	2	86	2	12
June	1919.....	2	190	13	23	1	71	6	6
	1920.....	3	268	22	26	3	80	5	12
July	1919.....	5	237	26	26	—	79	1	14
	1920.....	5	284	13	38	2	106	2	9
August	1919.....	2	183	16	27	1	64	2	15
	1920.....	6	350	17	70	1	69	3	9
September	1919.....	1	280	12	32	1	65	3	9
	1920.....	6	301	16	43	1	88	2	8
October	1919.....	5	134	9	31	2	47	—	7
	1920.....	3	311	11	50	1	73	2	8
November	1919.....	4	138	8	18	—	68	—	15
	1920.....	2	205	13	25	1	63	2	5
December	1919.....	5	178	13	18	2	64	2	12
	1920.....	2	233	12	22	—	61	1	9
TOTAL	1919.....	41	2438	151	370	14	743	30	210
	1920.....	49	2914	135	405	16	917	26	106
Increase		8	476		35	2	174		
Decrease..				16				4	104

AUTOMOBILE ACCIDENTS—YEAR 1920

Divisions	Number of Accidents	Number Killed	Number Injured
Chicago Terminal	118	3	15
Illinois	29	9	21
Indiana	20	9	25
Iowa	35	2	30
Minnesota	24	...	4
Springfield	31	5	10
Wisconsin	16	1	11
Kentucky	15	1	6
Louisiana	11	...	4
Mississippi	5	...	12
St. Louis	30	2	29
Tennessee	13	1	3
New Orleans Terminal	5	...	2
Memphis Terminal	11	1	7
Memphis	28	1	33
New Orleans	2	...	2
Vicksburg	9	1	7
C. M. & G.	2	...	...
Total	404	36	221

AUTOMOBILE ACCIDENTS—YEAR 1920

States	Number of Accidents	Number Killed	Number Injured
Illinois	241	22	108
Indiana	3	7	3
Iowa	53	2	30
Minnesota	2	...	4
Nebraska	1	...	...
South Dakota	1	...	...
Wisconsin	2	...	...
Alabama	5	1	2
Kentucky	18	1	7
Louisiana, I. C.	7	...	2
Louisiana, Y. & M. V.	1	...	1
Mississippi, I. C.	13	...	16
Mississippi, Y. & M. V.	38	2	41
Tennessee, I. C.	8	...	...
Tennessee, Y. & M. V.	11	1	7
Arkansas .....	...	...	...
Missouri .....	...	...	...
Total	404	36	221

Engineer Nichols of Memphis Uses Good Judgment and Saves a Life

On the morning of December 18th, Engineer L. D. Nichols, on Ex. 965 North, upon turning the curve at Mattson about 3:20 A. M., saw a very small light burning on the track some distance ahead. Taking an extra precaution, he reduced the speed of his train, and upon getting close enough so that his headlight shone on the track where this small light was, he found that it was a handful of waste and a negro named John Page, from Eden, Miss., lying on the track sound

asleep. His head was on one rail and his feet on the other. He didn't even wake up when Engineer Nichols whistled out the flag, and it was necessary for Engineer Nichols and the brakeman to shake him vigorously before he woke up. Upon questioning him, he said that he was on his way to Clarksdale and lit the piece of dope thinking the light from it would stop a train and he could get on, and while waiting for the train he dropped off to sleep.

T-hink of yourself, as well as your fellow-
man,
H-is precaution may save you suffering, as
yours may save him,
I-n Shops or elsewhere.
N-o one is sure of himself, therefore,
K-eeep your eyes open of any imminent
danger.

O-n you depends the future of your fam-
ily, therefore,
F-rom now on guard against accidents.

S-afety is one of the many slogans of the
day,

A-s well as the most important one.

F-uture happiness is one of our objects in
life, it cannot be gotten at will, we have
to properly guard ourselves, in order to
get it.

E-ndure to the end, and you shall be whole,
or

T-omorrow may come, and perhaps you
may not be whole.

Y-ears from now, you will appreciate the
care you exercised.

T-hink always of the slogan, Safety First,
O-n all occasions.

D-ead Men have not the chance to do this,
and

A-re perhaps saved many worries, thereby.

Y-ou perhaps, and I, would not mind a lit-
tle worry providing we are alive.

T-oday,

O-n you,

M-ay depend,

O-ur future existence.

R-ight always prevents wrong,

R-ight should therefore be your watchword,
see that everything you do is right, as
wrong makes waste.

O-nward through life we go,

W-ith its little ups and downs, but right
will win out.

I-f,

S-afety followed.

T-herefore take no undue chances.

O-n your job or elsewhere, take the same
precaution

O-f yourself, as well as the next fellow.

L-ittle things evolve themselves into big
things,

A-nd are therefore to be prevented.

T-each yourself to guard against small ac-
cidents, and they will prevent big ones,
you will never,

E-ntirely be compensated for your careless-
ness.



FRED H. WORCK

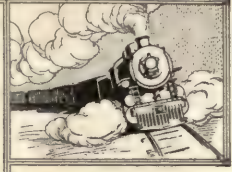
Requests Help to Locate His Son

Fred. C. Worck, a clerk at out freight house in Chicago, is very anxious to locate his son, Fred H. Worck, who disappeared from his home at 6531 Kimbark Avenue, Chicago, Ill., November 26, 1920. He is nineteen years old, six feet one inch tall, weights 155 pounds, has grey blue eyes and a light complexion. When last seen he wore a dark brown suit, brown oxfords, dark green pinch back overcoat and dark green Fedora hat. On little finger of his left hand he wore gold band ring.

A reward of \$200.00 is offered for information as to his whereabouts. Address Fred C. Worck, 6531 Kimbark Avenue, Chicago, Ill.



TRANSPORTATION DEPARTMENT



Service

ERRATA.

The Editor is advised by Superintendent Shaw that the letter which appeared in our last issue from Mr. Fransseen complimenting service rendered on the Decatur Branch should have given the credit to Train Auditor George Dunlop instead of to Conductor Wm. Ashcraft. Undoubtedly if Mr. Ashcraft had had charge of the train the same attention would have been shown the passenger.—*Editor.*

COMPLIMENTS SUCH AS ARE CONTAINED IN THE FOLLOWING LETTER ARE VERY GRATIFYING TO THE MANAGEMENT

Urbana, Ill., December 30, 1920.

President of the I. C. R. R. Co.,
Chicago, Ill.

Dear Sir:

If I am correctly informed, most people would rather criticize than praise. Criticism may be valuable, but merited praise surely cannot do any harm. Working on this theory, I wish to say that in my opinion, the I. C. R. R. is one of the best railroads in this state that it has been my privilege to ride upon. In my journey today from my home to Champaign I was a passenger on three different roads and it was with a sense of pleasure and relief that I entered the passenger coach of the I. C. R. R. I was a passenger on Train No. 704, Engine No. 1204 from Decatur to Champaign.

It certainly cannot be out of place here, to say that the conductor on this train immediately impressed me with his neat and business like appearance. I found myself wondering unconsciously why a man with such a pleasing personality and attractive appearance was not holding a position of greater importance. Upon closer examination, my respect for the man increased. I believe he is a man of character. He impressed me as being a man conscious of an inner power coming from the knowledge of, and an inner confidence in his own ability. It occurred to me that this man has tried to gain recognition, but has so far failed. That a letter coming from a disinterested stranger might attract attention to him. You will form your own opinion about this man if this letter should interest you to such an extent. However, I am giving you the benefit of my frank opinion. If this letter should prove of benefit to any of the persons concerned, then I shall be amply repaid for my trouble. At least, let me wish you a very Happy and Successful New Year.

Respectfully,

Walter Fransseen.

MR. LOEB AGREES THAT THE PANAMA LIMITED IS THE FINEST TRAIN IN THE WORLD

ELIEL AND LOEB COMPANY
INSURANCE

Insurance Exchange, Chicago

January 15, 1921.

Mr. C. H. Markham, President,
Illinois Central Railroad Company,
Chicago, Ill.

My dear Mr. Markham:

Returning over your justly famed Panama Limited last week, Mr. Scheunemann and I felt ourselves moved to express ourselves as agreeing with you that it is the "finest train in the world." One is seldom accorded the courtesy and attention shown us by your Pullman conductor, Mr. Dell, and porter, Mr. Conway. You are to be compli-

mented upon the achievement of a result so near perfection as the Panama Limited and its wonderful crew.

Yours sincerely,

(Signed) Jacob M. Loeb,
President.

MRS. LEITCH RECOVERS NECKLACE THROUGH REPORT OF AGENT AT CARBONDALE

Mr. C. H. Markham,
President, Illinois Central R. R.,
Chicago, Ill.

Chicago, Ill., January 19, 1921.

Dear Sir:

About December 31st I sent by post a necklace to my sister, Mrs. Eri Leitch, Mattoon, Ill.

She wrote that she did not receive same and I had given it up for lost, when on January 15th I received a letter from your agent at Carbondale saying he had found the article in way car at his platform and would forward to her if so requested. I surely appreciate his courtesy and honesty and wish to congratulate the I. C. for having such loyal employees.

Very truly,

Mrs. Eula F. Leitch,
7428 Normal Avenue,
Chicago, Ill.

UNION PACIFIC SYSTEM UNION PACIFIC RAILROAD COMPANY

Mr. C. H. Markham,
President, Illinois Centrail Railroad Co.,
Chicago, Ill.

December 1, 1920.

Dear Mr. Markham:

Mrs. Loomis and I took advantage of Thanksgiving season this year to take a trip over your railroad from Chicago to New Orleans and return. We started on November 24th and got back to Chicago on the 29th. We visited New Orleans, looked over Vicksburg and the battlefield there, and also spent a couple of hours in Jackson. The trip is one which I have talked about making for a great many years, but never before found the opportunity of gratifying my desires.

I write to you about it because I wish to compliment the condition of your road and the excellent service which you provide for the traveling public. I had the privilege of riding on your Panama Limited and found it to be one of the best trains I have ever ridden upon. The equipment was new, the meals were well cooked and served, the train employes were attentive and polite and the roadbed seemed to be in excellent condition. I have become a booster for the Illinois Central and shall tell all of my friends of the delightful trip they can enjoy by utilizing the Illinois Central to New Orleans.

With kindest regards and best wishes, I am

Sincerely yours,

N. H. Loomis,
1416 Dodge Street,
Omaha, Neb.

Chicago, Ill., January 10, 1921.

Mr. Bert H. Peck, General Manager, Southern Illinois Light & Power Company, St. Louis, Mo., in a letter to President Markham has this to say of Illinois Central Service:

"A short time ago we encountered a serious emergency in DuQuoin, Illinois, due to the failure of a unit in our power plant supplying electric and water service to the city. This emergency was of a very serious character from our standpoint and of great importance to the City of DuQuoin. In remedying the situation we had frequent occasion to call upon the various officials and employes of the Illinois Central Railroad Company, more particularly your local agent in DuQuoin, Mr. Isherwood, and the Traffic Department in your St. Louis office. In our encounters with these gentlemen we met with the utmost co-operation which was not limited to mere routine assistance, but involved upon their part considerable personal sacrifice and effort.

"I wish to thank the Illinois Central Railroad Company and express to you as the operating head of the organization the appreciation of myself and our company for the assistance which you rendered us and to assure you that our contact with your employes gave us a wholesome respect for their ability and their attitude of co-operation."

ILLINOIS CENTRAL DINING CAR SERVICE IS COMPLIMENTED BY W. H. HILL, VICE-PRESIDENT OF THE AMERICAN RADIATOR COMPANY
AMERICAN RADIATOR COMPANY

Chicago

Office of Vice-President.

Mr. F. B. Bowes, Vice-President, I. C. R. R.,
 Chicago, Illinois.

December 31, 1920.

My dear Mr. Bowes:—I recently had occasion to go to Freeport on the train leaving at 5:00 p. m. and returning a few days thereafter on the train leaving Freeport eastbound at 5:25 a. m.

On both trips I encountered the same dining car, and I wish to compliment you upon the splendid diner car service which is given on this run. Not only was the conductor unusually attentive, but the food was unusually good and was well served, and my three companions, who are all of them men who make the trip to New York on "The Century" about twice a month, declared that they had never been served as well on "The Century," and in this feeling I joined and so expressed myself to the conductor, but I think it is due you that you should know our feeling regarding your service, and I am, therefore, dropping you this line.

With kind regards and with best wishes for a Happy New Year, I am,
 Cordially yours,

(Signed) W. H. Hill, Vice-President.

PROMPT HANDLING OF CAR BRINGS COMPLIMENT FROM THE INTERNATIONAL EXPORT CO.

Mobile, Ala., January 18, 1921.

Mr. Young, Supt. Tenn. Div., I. C. R. R.,
 Fulton, Ky.

Dear Sir:—Regarding movement of car C. & N. W. 109992, Alton, Ill., to New Orleans, for SS. "Lake Fablus," we are advised by the agents of the steamer, Messrs. Richard Meyer & Co., that the car reached New Orleans in ample time, and will be loaded on the vessel.

We wish to extend to your department, and to other officials of the I. C. road, our most cordial thanks for your good service in handling this car. It was, as stated in our first advices, an emergency movement, and it seems like everybody in the I. C. got



busy, and we are inclined to think, hung up a record in movement from Alton to New Orleans.

Such co-operation with shippers is bound to make them admit that railroads are not mere "soul-less corporations" after all. We take pleasure in stating that such service is highly appreciated by all shippers, and is bound to attract more business than pages of advertising.

Yours very truly,

International Export Co., Inc.

By (Signed) Guy W. Cordon, V. P.

TROPICAL INN
Frances Kayser, Manager
EDEN, FLORIDA

January 13, 1921.

C. B. Dugan, Supt. Dining Car Service,
Chicago, Ill.

My dear Sir:—I was a passenger on the Seminole Limited leaving Chicago Wednesday, December 29th, arriving Jacksonville Friday morning, December 31st, and with no disrespect to the officials of the good railroad you represent, I am fully aware and have considered for years your position as the most thankless of all, and take this opportunity of expressing my opinion of the wonderful service rendered by the steward, chef and waiters on this particular car.

You certainly are entitled to a word of praise considering the abundance of detail and painstaking care required to produce such service, especially in these days of unexpected difficulties so constantly arising.

The food was exceedingly good and the menu equal to the best, if not the very best, a la carte dining car service menus I have ever seen, and I am looking forward with pleasure to a possible future trip on the same train.

With my very best wishes for your continued success, I beg to remain,

Yours very truly,

(S.) Frank D. Ross.

549 The Rookery, Chicago, Ill., January 5, 1921.

Supt. of Dining Car Service, Illinois Central Railroad, Chicago.

Dear Sir:—I came in this morning on the Seminole Limited, and as I have a winter home in Florida I have occasion to use this train quite frequently. The dining car on this train was 3997. I was so much pleased with the service rendered by the conductor of this car, who happened to be on the train when I went down a week or ten days ago and also on the same train that I returned on, that I feel I ought to compliment you on having a conductor who gives such excellent service. I have always found your dining



cars above the average, and the service on this particular car is better than any I know of outside of the service on the Atchison.

Sometimes, when I find things wrong I take occasion to report them, and I feel that it is only fair that I should compliment you on the service when it is as good as it was in this instance.

Yours very truly,

L. J. Hopkins.

MESSRS. J. T. SHELLY, J. B. LANGFORD, M. D. PALMER AND T. H. BERNHARDT COMPLIMENTS THE DINING CAR SERVICE AND THE ATTENTION RECEIVED FROM ILLINOIS CENTRAL CREWS ON A RECENT TRIP OVER OUR LINE.

Panama Limited, Dec. 18, 1920.

General Manager,
Illinois Central R. R.

Dear Sir:

The excellent service accorded us by the dining car conductor and crew as well as the entire train crew is worthy of special comment, of which we the undersigned appreciate.

Cordially,

J. T. Shelly,
J. B. Langford,
M. D. Palmer,
T. H. Bernhardt, President,
David Bernhardt Paint Co.
New Orleans, La.

CONDUCTOR S. E. MATTHEWS COMMENDED BY LADY PASSENGER.

Mrs. J. S. Spencer, passenger on Train No. 5, December 22nd, train in charge of Conductor Matthews, had her hand grip taken through mistake by passenger residing at Wickliffe.

Mrs. Spencer complained to Conductor Matthews, who immediately got in touch with the special agent at Fulton and located the grip, sending it to Mrs. Spencer at her home address, New Orleans, who was very appreciative of active interest taken by Conductor Matthews, and was very high in her praises of the courtesy extended her.



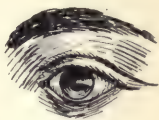
STOP

FACTS AND FIGURES ABOUT PERSONAL INJURY ACCIDENTS

STOP

Bulletin No. 4

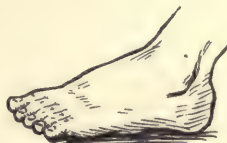
1920 RECORD OF PERSONAL INJURIES TO EMPLOYEES



2733 INJURIES



1189 INJURIES



2192 INJURIES



817 INJURIES



1277 INJURIES



2356 INJURIES



1547 INJURIES



656 INJURIES



476 INJURIES

SOME OF THE CAUSES

There were 363 employees injured in motor car accidents

There were 825 employees injured and 1 killed while handling rails, ties and bridge timbers.

There were 219 employees injured by stepping on nails

There were 96 employees injured in hand car accidents.

There were 2086 employees injured and 1 killed while handling freight and supplies.

There were 143 employees injured and 3 killed while coupling or uncoupling cars.

The Wayfarer

Riding on a day train is wearying. The Wayfarer avoids such travel wherever possible. Reading exhausts itself in a few hours. Even the most alluring scenery fails to hold attention long. Seats grow uncomfortable and walks to and from the smoking-car fail to provide sufficient relief. Conversational companions, with whom to while away the hours, are not always possible. Nerves are jumpy.

The Y. & M. V. Delta Express carried the Wayfarer the other day. It promised to be just such an afternoon. But this day was an exception.

A boy of ten was taking his mother, crazed with suffering, to a distant town. The mother's kindly face had been furrowed by the pain which she struggled so hard to bear—a struggle unsuccessful. As she wandered down the aisles and directed inconsequential questions to passengers too dazed by her condition to reply, with what fortitude and infinite tenderness the boy went after her and brought her back, giving her every attention! How carefully he watched her and attempted to anticipate every want! All with a spirit of loving kindness.

A young woman taking her husband to the city hospital—he too weak to care for himself, she so devoted to her charge.

A mother and a trio of well-mannered children, a studious little girl who served as mentor for the other two, a boy of nine or ten who accepted the role of squire so graciously, a darling youngster whose play radiated cheer.

A girl chattering with her companion and with friends in the stations which were passed in that delicious Southern drawl which catches and holds the attention of the Wayfarer, who is a Northerner.

The vender of magazines, fruits, candies, sandwiches, drinks, *et cetera, ad infinitum*, bustling through the car, crying his wares. The passenger was tempted into purchases by the very eagerness which he gave his salesmanship.

It was with a start that the Wayfarer noticed that the lights had been turned on, and that the street lights of Memphis were appearing.

The Wayfarer holds no brief for the Illinois Central and Y. & M. V. conductors whom he meets on his occasional traveling over the lines. His position in the scale of organization of the railway system is so relatively unimportant that the presentation of his annual transportation, bearing his title, fails to elicit the special favors and attentions which the



gentlemen of the golden buttons are supposed to shower upon the great and the near-great. He holds not, nor seeks, the personal acquaintance of any of the Lords of Travels. His relatives and in-laws are not trainmen, nor are they related to trainmen. He speaks disinterestedly.

He is tempted, however, to say these few words in behalf of the conductors who have served him and fellow-passengers with him in the recent past: In his traveling he has never met a more pleasant, more courteous, more worthy bunch of passenger conductors than those who serve the Illinois Central System in the districts through which he has recently journeyed. The spirit with which they serve the company is reflected in the attitude of their passengers. Those who know them seek to travel with them—and they make many friends for the company.

When Mark Twain wrote his "Punch, brothers, punch," jingle, wherein he describes the lordly, high-handed method of passenger conductors, the eminent Missourian marked himself as belonging to a day that now has passed—at least on these lines, within the experience of the Wayfarer.

The expression sometimes is heard that residents of the territory through which the Illinois Central passenger trains pass set their watches by the whistle of the passenger locomotives. The Wayfarer once regarded the statement merely as an exaggeration for the sake of emphasis. He saw it demonstrated the other day.

MYSELF.

I have to live with myself, and so
I want to be fit for myself to know.
I want to be able as days go by,
Always to look myself straight in the eye;
I don't want to stand, with the setting
sun,
And hate myself for things I've done.

I don't want to keep on the closet shelf
A lot of secrets about myself,
And fool myself, as I come and go,
Into thinking that nobody else will know
The kind of man I really am;
I don't want to dress up myself in sham.

I want to go out with my head erect,
I want to deserve all men's respect;
But here in the struggle for fame and pelf
I want to be able to like myself;
I don't want to look at myself and know
That I'm bluster and bluff and empty
show.

I can never hide myself from me;
I see what others may never see;
I know what others may never know;
I never can fool myself, and so,

A fellow passenger discovered that his watch had run down. The train was just coming to a stop.

"Just a minute," he said, and brought forth a time-table. Locating the stopping point and noting the hour, he set his watch. The Wayfarer saw him later in the terminal station. He pulled out his watch and compared it with the Western Union regulated clock.

"See," he said. "I frequently do that."

His watch gave the correct time.

The neatness with which a station and its surroundings are kept are important items in forming an opinion of the railway of which that station is a part. The Wayfarer speaks only in part from his own experience; the statement is made from a compilation of experiences in discussing affairs with many patrons. Residents of a town are pleased to call theirs those things which are attractive in the town. They speak with pride of neat homes or lawns or public buildings—when they can, of their railway stations.

Those who live in towns served by the Illinois Central System can—and do.

Since becoming a member of the Illinois Central "family" the Wayfarer has been unusually impressed with the family spirit which pervades the ranks of all employes from President Markham down. That impression has been strengthened much recently. It's great to belong to a family that has a spirit like that!

Whatever happens, I want to be
Self-respecting and conscience free.
(Anon.)

"THE SNOW"

By Francis Leo O'Connell, Son of
Supervisor P. E. O'Connell.

It flutters, it blows, it skips, it whirls,
This wonderful immaculate snow;
It is white and pure like the Angels above,
Who send it to earth below.

And after it's here but a short little while,
It unites with the sun and the wind,
Soon, too soon, it has melted again
And is muddy and wet and grim.

Ah, once were our hearts so pure like this
snow;
They, too, came from the angels so fair,
But now they have skipped with the wind
of the world,
And are hardened by worries and cares.

After we're here but a short, short time,
The Angel of Death doth mow.
The young and the old in his eyes are alike,
And soon we are gone, like the snow.



FARMERS BRINGING TURKEYS TO STARKVILLE, MISS., FOR SHIPMENT TO POINTS EAST.

By A. D. Caulfield, Superintendent, Mississippi Division

In addition to Oktibbeha County, Mississippi, being the Jersey cattle center of Mississippi, this county can also lay claim to turkey shipments with any other section of the south. According to a statement prepared by Miss Harriett M. Jones, Demonstration Agent for this county, since November 18, 1920, three carloads of turkeys, all grown within a few miles of Starkville, have been shipped to points outside of the state, where they found a ready market. The scene herewith produced shows the farmers with their wagons hauling turkeys into Starkville to be transported in LPT Company poultry car 1039, destined to Pittsburgh, Pa. All shipments of turkeys from this station netted 30 cents per pound and aggregated in gross value \$15,000.00.

In this section of the state Mississippi, farmers have turned away from raising cotton and are now engaged in raising produce and live stock.

At Sturgis, Miss., in the same country, a potato curing plant has recently been erected with capacity of 10,000 bu., which is estimated to yield returns to the farmers better than would be received by planting of cotton.

"TALLOW DIPS"

By Rufas Kemp, Jr.

Superintendent's Office, Fulton, Ky.

Life is like unto a candle,

In this vast old universe;

Like the stars that shine above us.

Each man makes a separate light,

Some burn low into their holders,

Some are snuffed out at the first,

Lacking the determination

To withstand the daily fight

For existence, and the pleasure

Offered with the care and strife.

Some shine brighter than the others,

Some are dim and unobserved;

But each light, no matter how dim

It may seem to lookers-on,

Standing in the circled halo

Of the ones whom they have served,

Has its halo and its circle,

And gives light to some forlorn,

Weary and disheartened candle

That has burned and almost gone.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Vaccination

Away back in 1774 a milk-maid scratched her hand on a thorn and, later in the day, performed her usual duties in the milking of several cows. She noticed that the scratched place became somewhat sore in a few days and there appeared several pimples filled with a clear fluid and close to the line of the scratch.

It happened that a terrible epidemic of small-pox later started in the neighborhood and there were many deaths, few of the inhabitants of that region escaping the ravages of the dread disease and by far the greater number dying as a result of small-pox.

Throughout the whole loathsome time this milk-maid attended to her usual duties, and, in addition, nursed such of her neighbors sick with small-pox as she was able to easily reach. The survivors of the epidemic marveled at the fact that the milk-maid escaped the ravages of the disease and closely questioned her about whether she had done anything to prevent catching it. She laughingly showed them several small "pits" upon her hand, assuring them that she had not wholly escaped and pointing to the "pits" to support her story.

As the result of her experience a farmer in the neighborhood scratched two of his children with a needle and rubbed the fluid from "pimples" on the udders of one of his cows into the scratched places. Several weeks later the children were sent to visit at the house of their aunt, living several miles distant, and in which existed a severe case of small-pox, which later died. Strangely enough, neither of the children contracted the disease and remained strong and well.

Other cases were experimented upon and always with the same result, whereupon the saying arose, "I cannot catch small-pox for I have had cow-pox."

It remained for Jenner, however, in 1796, to scientifically and ably demonstrate that the production of cow-pox by rubbing some of the fluid from a cow having that disease

into scratches on the arm of the person desiring protection from small-pox, produced complete and lasting immunity from that hitherto much dreaded disease.

So we learn that in vaccinating, the vaccinated person is not being inoculated with "disease germs" of small-pox, but with the mild cattle disease known as "cow-pox."

The protection is conferred by inducing in the system of the vaccinated person such a degree of resistance that small-pox cannot gain entrance, so it is to be remembered that when we submit to vaccination we are submitting to that which increases resistance to the invasion of a terrible and fatal disease, that we are being vaccinated with **HEALTH** and not **DISEASE**.

The source of the vaccine virus has always been misunderstood by the laity, and from this misunderstanding arises much of the objection to vaccination. There has always been existent the opinion that vaccination was performed by scratching small-pox into the skin of the person desiring vaccination, giving rise in this manner to a mild "small-pox" which protected the person from the ravages of the real small-pox. It is to be understood that in present day practice "human" virus is not used, there being not enough of virus obtained in this manner to fulfill the needs of uninfected persons and moreover it having been ascertained that occasionally the person vaccinated might become inoculated with some other disease existing in the blood of the individual from whom the virus was obtained.

In 1891 it was discovered that by mixing the material from the udders of a cow having cow-pox with glycerine an almost complete purification resulted; therefore, nearly all vaccinations today are performed with "glycerinated virus", this being the purest obtainable.

Vaccination performed with this material results in the production of a local cow-pox around the site of vaccination, which protects completely from true small-pox. If

this vaccination were performed upon the arms of all the people, and successive generations were carefully vaccinated in this manner, smallpox would disappear entirely. Even with a certain proportion of the inhabitants objecting to vaccination and thereby preventing themselves from protection by this means, the disease has been so greatly modified that it is no longer feared to the extent it formerly was.

Re-vaccination should be performed every seven years in accordance with the belief that the entire body changes in that time. Whether this be entirely true or not, it has been found that the protection afforded by successful vaccination is lost after several years have elapsed, the exact number of years varying in different individuals and under different circumstances. It is wise, however, to submit to re-vaccination every

five years or even more often if one has been directly exposed to true small-pox.

If vaccination is successful there should result in three or four days some soreness of the arm, bodily discomfort. The site of the vaccination may show several pimples filled with clear watery fluid, which later changes to a yellowish material, then ruptures, scabs and the latter falling off, leaves a slight scar with several "dimples" or pits showing on the surface of the skin. The untoward results about which one occasionally hears are usually the result of scratching the area around the vaccination with the finger nails, resulting in poisoning and trouble. To avoid this latter one should keep in touch with the doctor and be advised as to what is best to do. It is well to avoid lotions, salves or other medicines except as advised by the physician.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Dr. G. G. Dowdall:

Paducah, Ky., Dec. 20, 1920.

I was operated on for a hernia at Illinois Central Hospital in Paducah in July last and have not had the least bit of trouble since that time. I was treated fine by all the nurses and doctors at the Hospital and I am writing you to let you know that I shall always have the highest praise of the Paducah Hospital.

I shall be glad to have you use my name in the Illinois Central Magazine for I think that the Illinois Central Hospital at Paducah is the finest place in the world for a sick or disabled person.

Yours truly,

N. B. Whedon,
Engineer, Kentucky Division,
1001 Jefferson Street, Paducah, Kentucky.

Some of the Little Things That Count

Below is a photograph showing 2,000 pounds of babbitt and the colored employee



COLORED EMPLOYEE OF MECHANICAL DEPARTMENT.

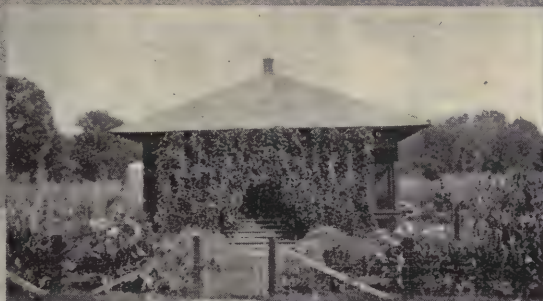
who accumulated this babbitt during a very short period, considering the number of cars handled through Vicksburg yards.

This babbitt is accumulated by the oilers and packers taking care of every piece of old babbitt that they find while packing boxes. Sometimes they find quite a bit in the different boxes that has sluffed off into the box. This is taken care of when the journal boxes are repacked. All of the old packing that cannot be used is taken to the soaking vat house and saved until such time that the oiler puts this old packing on a piece of front end netting and burns it. He places a piece of tin under this netting and the waste burns up and the babbitt melts and drops through this netting to the tin underneath. All of this is thrown into a barrel in the soaking vat house with other old pieces of babbitt that has been accumulating, and when the barrel is filled this is melted up and put in bars, as shown in the photograph.

This was saved by this oiler along in line with his regular duties. This is a very creditable showing, inasmuch as it means an actual saving to the company of approximately \$200.



Home of...
Section Foreman
J. N. Holmes



Lintonia, Miss.

Beautifying Section House Property

Louisiana Division takes considerable pride in being able to offer for publication in the magazine this picture of one of their section houses. It is the home of Section Foreman J. N. Holmes of Section 9, Yazoo District, at Lintonia, Miss., where Mr. Holmes and his wife are taking a great deal of interest in connection with improving the property in the way of planting trees, etc., and on the tract of land adjacent to this dwelling they are contemplating putting in an orchard. They keep a cow, a few pigs and chickens, and have shown

the proper spirit in keeping up the appearance of the property, at the same time appreciating anything the company does to help them in this respect.

Supervisor Mercer of the Yazoo District has been doing a great deal of grading and has made minor improvements around section house premises, and when the trees which were recently received have been distributed he will have them planted immediately with a view of beautifying other section house property.



A Locomotive Engineer

George Barnett was a locomotive engineer. For more than 30 years he worked for one railroad. It changed ownership and changed names, mayhap, but the road was the same and thousands gave it the best that was in them. It was for the sake of doing their part well that held them to their work.

George Barnett kept the rules of the road, he was faithful and fair. When the end was near the president of the system told officers of the Illinois Central to see to it that Mr. Barnett received every courtesy or care the management could give. Thousands knew George Barnett. He was one of a family of good engineers and good men. The little children now along the line will miss him, and those who were little children on the line years ago will respect his memory. For when he was well and running his engine he delighted to drop them papers and at Christmas time he supplemented the papers with toys. In emergencies he was a clear-headed, brave man. He has made the last run, and may the Lord give him that "clearance" that is a token of work well done.—Editorial, *Memphis Commercial-Appeal*, 1-18-21.

The death of George Barnett cast gloom over that portion of the System where he was known, the three Divisions centering at Memphis—Mississippi, Tennessee and Memphis—the Louisiana Division, and the general offices at Chicago. George Barnett's name stood for something worth while on the Illinois Central System. It stood for loyalty, principle, honor and devotion to duty. His ideas were constructive. He believed in building up. His influence was always exerted against things that were questionable or which were not forward-looking. On the Illinois Central System the officers and men mix together upon planes of friendship and mutual helpfulness. They work together and pull together in the same manner. The influence of the officers upon the men is great. Likewise, the influence of the men upon the officers is great. No man in the service of the Company wielded more influence than did George Barnett. In his death the Illinois Central, for which he worked so long, has sustained a great loss; his family and friends have sustained a great loss. He is gone, but he will not be forgotten. The name George Barnett will be remembered on the Illinois Central for many years to come because of the many sterling qualities of heart and mind possessed by the man.

George Barnett could no doubt have won official position if he had wanted to do so. He preferred his duties as locomotive engineer. He knew that those duties were important and he loved the life. When it can



ENGINEER GEO. BARNETT

be said of a man after he is gone that in his line of employment he was the peer of any man, it follows that he did not live in vain. There was no more competent locomotive engineer than George Barnett. His influence for good on the railway will be missed. He will be missed by his fellow workers. He will be missed by the people who live along the route between Memphis and Canton, Miss., which he traveled so many thousands of times. He will be missed by the officers of the railway, but he will be missed most of all by his devoted family, his widow, sons and daughters, brothers and sister. They idolized him. Our sympathy goes out to them.

Clipping from the *Memphis Commercial Appeal*, January 18, 1921, regarding the death of George Barnett, age 53 years, veteran railroad engineer, Illinois Central Railroad between Memphis and Canton, who died at his residence, 418 Gaston Avenue, Memphis, January 16, 1921. Funeral was held January 17, 1921, at 2:30 P. M. from the residence, burial being in Forest Hill Cemetery. Rev. D. A. Ellis, pastor of the La Belle Place Church, officiating.

Flowers Cover Grave of Veteran Engineer

Beneath a mountain of blossoms, strewn by a host of sorrowing friends as a testimonial of their high regard for the man, the body of George L. Barnett rests in the family lot in Forest Hill Cemetery, where it was placed yesterday afternoon while hundreds of people who knew him stood with uncovered heads and tear-dimmed eyes in silent tribute.

Following the funeral service at the residence, 418 Gaston Avenue, the body of the veteran engineer was removed to La Belle Place Baptist Church, where a large crowd had gathered to pay a last tribute of respect. The church auditorium was filled

and dozens stood outside the building while the Rev. D. A. Ellis eulogized the life and character of George Barnett.

Then the cortege formed and the grief-stricken friends followed the hearse to the cemetery, where the last obsequies was held. How different it was from those other times when George Barnett in sturdy health and with a steady hand upon the throttle, rode at the front, piloting cargoes of human freight.

Mr. Barnett died at his home Sunday morning, a victim of anemia. He was 53 years of age. For thirty-five years he ran trains in and out of Memphis. He was first employed by the old Mississippi & Tennessee Railroad, but later, when that road was taken over by the Illinois Central, he entered the service of the latter.

During his time George Barnett piloted some of the finest and fastest passenger trains operated on the southern division of the Illinois Central. His last "run" was between Memphis and Canton, Miss., as master of the steel giant that dragged the "Cuban Special." He usually sent that train into Canton on time, though often only "by a nose."

Mr. Barnett was perhaps the best known engineer in the South. At least, he was known to practically every man, woman and child along the tracks from Memphis to Canton. In years gone by he carried newspapers and magazines on his engine, dropping them along the way for the benefit of his friends. On some occasions he would fill his cab with toys for the children, who almost invariably lined the tracks to wave greetings to the popular engineer. They knew his whistle and when it sounded they scurried to points of vantage to see the train as it dashed by.

Like most engineers, Mr. Barnett maintained that a locomotive possessed many of the emotions of a human being, and he used its voice to shout a cheery greeting to his friends in passing. He loved the throb of the locomotive as its mechanism, attuned to the deft touch of the expert, responded to each necessity and carried his

trains on time. He loved to watch it forge ahead when he opened the throttle on an up grade, or roll along under perfect control as now and then he applied the brakes on the down grade.

And yesterday, as its master was borne to his last resting place, the faithful iron horse stood idle in the round house. It did not haul the "Cuban Special" south last night. Its huge frame was draped for the sad occasion which marked the end of a life spent in useful service to those among whom it sprang into existence and flourished.

George Barnett is gone and legion are the hearts that are sad.

Old Engineer Dies After Long Service

George Barnett, 53, veteran railroad engineer for the Illinois Central on the run between Memphis and Canton, died at his home, 418 Gaston Avenue, Sunday morning.

He is survived by his mother, Mrs. Margaret Elizabeth Barnett; his widow, Mrs. Mary W. Barnett; three sons, James F., George L., and I. C.; five daughters, Mrs. E. V. Kemper, Mrs. G. M. Stewart, Kate, Lottie and Teresa Barnett; three brothers, Charles J., D. L. and Spencer Barnett; and three sisters, Mrs. H. E. McCormack, of Birmingham; Mrs. Ed Hampton, of Tracy City, Tenn., and Miss Minnie Barnett.

Funeral services were to have been held at 2:30 o'clock, Monday afternoon, from the residence, burial being in Forest Hill Cemetery. Rev. D. A. Ellis, pastor of the La Belle Place Church, was to officiate. Pallbearers were to be: J. W. McNamara, H. A. Norton, J. E. Banks, P. H. Farrell, C. W. Miller, E. E. Vanbergan, W. D. Warden and J. S. Maddox.

Mr. Barnett had been in the service of the road for thirty-five years. He first entered "railroading" with the old Mississippi & Tennessee line, and remained in service when this was absorbed by the Illinois Central. Families living along the road will miss the cheery whistle with which he greeted them for years.

Lemuel B. Traugh

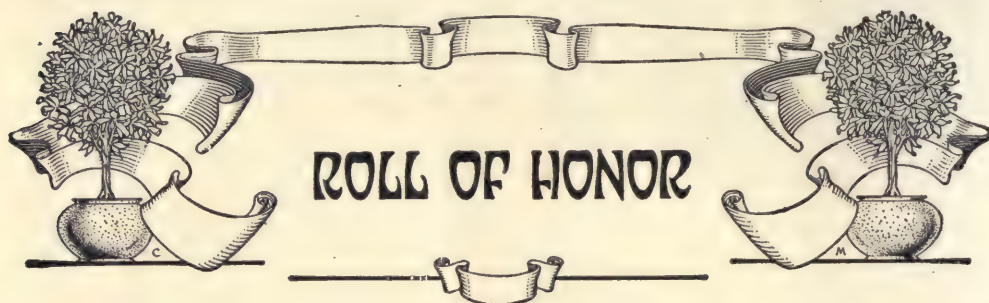
October 24 marked the passing away of L. B. Traugh, general yardmaster at La Salle, Ill., after a brief illness which lasted about one month.

Mr. Traugh's death terminated the railroad career of a man, which will long bear memory in the minds of all with whom he has had any dealings, and a multitude of friends were greatly grieved to hear of his death. He came to La Salle as night yard-

master in the fall of 1909, previous to which he was employed in the train service of the A. T. & S. F. and the C. & A. In July, 1913, he was appointed to succeed William Kelly, deceased, as general yardmaster and acted in that capacity until the time of his demise. During his administration as overseer of the La Salle yards, Lem became quite popular with his associates, especially those who were in his charge, and the feel-

ing is unanimous that a good friend has departed. Mr. Traugh was overtaken by sickness while on duty during the latter part of September, and was committed to St. Mary's Hospital, later he was transferred to the I. C. R. R. Hospital in Chicago, where his death occurred following the un-

tiring efforts of our physicians to afford relief. Lem was widely known and his premature departure is mourned over the entire system. To his family, the management and his co-workers extend sincere sympathy.



Name	Occupation	Years of Services	Date of Retirement
John W. Mayes	Conductor, Louisiana Division	25	6/30/20
George J. Lord	Carpenter Foreman, Burnside	23	10/31/20
Balthasar Schleck	Carpenter, Burnside	26	9/30/20
Y. & M. V.			
David Collins (Col.)	Section Laborer, Arcola, Miss.	32	11/30/20

OBITUARY

The following deaths of Pensioners were reported at meeting of the Board of Pensioners, held November 29, 1920:

Name	Last Employment	Date of Death	Term as Pensioner
William H. Platt	Engineman, Wisconsin Division	10/26/20	5 years
John Davis	Section Foreman, Springfield Division	10/29/20	3 months
Patrick McNicholas	Engineman, Illinois Division	7/12/20	2 years
Henry R. Jones	Car Repairer, Kentucky Division	9/30/20	15 years
Lemuel A. Parker	Laborer, Springfield Division	11/8/20	5 years
Fred Saathoff	Laborer, Indiana Division	11/8/20	18 years
Patrick Ryan	Callor, Burnside Shops	11/13/20	17 years
Joseph A. Carr	Carpenter, Springfield Division	11/23/20	15 years
Nicholas Schnur	Painter, Burnside Shops	11/15/20	9 years
Simon Ivory (Col.)	Sand Dryer, Louisiana Division	10/28/20	5 years
Stephen Johnson (Col.)	Laborer, New Orleans Terminal	10/29/20	12 years

Name	Occupation	Yrs. of Service	Date of Retirement
Hiram H. Howard	Assistant Foreman, Kentucky Division	16	11/30/20
Henry S. Morrish	Train Baggage man, St. Louis Division	23	8/31/20
John S. Bever	Coach Cleaner, Bloomington, Ill.	21	10/31/20
William McCartney	Crossing Flagman, Neoga, Ill.	20	9/30/20
John R. Williams (Col.)	Fireman, Louisiana Division	48	10/31/20
William Taylor	Stationer, Local Fr't. Office, Chicago	19	10/31/20
Frank Scott Bishop	Gen. Eastern Pass. Agent, New York	33	12/31/20
William Denman	Brakeman, Illinois Division	33	12/31/20

OBITUARY

The following deaths of Pensioners were reported at meeting of Board of Pensions held December 29, 1920:

Name	Last Employment	Date of Death	Term as Pensioner
Andrew J. Fraley.....	Engineman, Kentucky Division.....	11/15/20	3 months
Levi Ramer (Col.).....	Porter, Tennessee Division.....	12/18/20	2 years
William H. Shaw.....	Machinist, Burnside Shops.....	12/13/20	10 years
Y. & M. V.			
Louis Covington (Col.).....	Sand Dryer, New Orleans Division.....	12/...../20	3 years

Name	Occupation	Years of Service	Date of Retirement
William F. Snow	Machinist, McComb, Miss.	18	6/30/20
George J. McCarthy	Maintainer, Portage, Ill.	25	10/31/20
Fred C. Norman	Agent, Independence, Iowa.	38	10/31/20
Gustav Hubrecht	Section Foreman, Ackley, Iowa.	27	11/30/20
Willard F. Collins	Engineman, Kentucky Division	25	1/31/21
Meddic Tatro	Janitor, Kankakee, Ill.	24	1/31/21

OBITUARY

The following deaths of pensioners were reported at the meeting of the Board of Pensions held January 28, 1921:

Name	Last Employment	Date of Death	Term as Pensioner
Thomas Linehan	Crossing Watchman, St. Louis Division	1/20/21	13 years
Edmund C. Gill	Clerk, Minnesota Division	12/27/20	8 years
Peter Paul Talty	Blacksmith Helper, Minnesota Division	12/26/20	8 years
Richard C. Pendergast	Engineman, Louisiana Division	1/8/21	2 years

Y. & M. V.

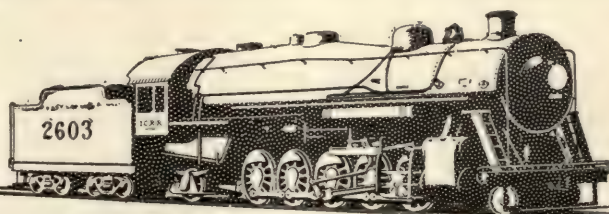
Louis Covington (col.)	Sand Dryer, New Orleans Division	10/31/20	3 years
Thos. J. Fondren (col.)	Section Laborer, New Orleans Division	1/5/21	4 years

WALTER M. PALMER

Locomotive Engineer, Amböy District, Wisconsin Division, Retired and Pensioned on January 1, 1921

Mr. Palmer was born in Biddeford, Maine, on May 1st, 1850, and was retired and pensioned at the age of 70 years and 8 months. At the age of 9 years, he was left an orphan and was forced to go out in the world and shift for himself. He came to Illinois in 1871 and secured work as track laborer on a branch of the C. B. & Q. Railroad, which was being built between Sterling, Ill., and Pawpaw, Ill. In October, 1872, he entered the service of the I. C. R. R., as locomotive fireman on the old Amböy District, firing between Dunleath, Ill., and Wapella, Ill., his headquarters being at Amboy, Ill.

Mr. Palmer at the time he was retired was next to the oldest locomotive engineer on the Wisconsin Division. Of late years, he has been in continuous passenger service between Freeport and Clinton. There is scarcely a resident in any of the small towns between Freeport and Clinton who does not know Mr. Palmer as "The Old Eagle Eye on the GRUBER." During his spare time he manifested a great deal of interest in lodge work, and is one of the oldest Masons in the state of Illinois. In fact, has been at the head of practically all of the Masonic bodies. He was commander-in-chief of the Freeport Consistory of 1916 to 1919. In the fall of 1919 he received 33rd degree in Masonry at Boston, Mass.



Contributions from Employees

Dining Car Department

The Mediations of an Apple, as Related by an L. C. L. (Lunch Counter Lounger)

"Well, here I am in the I. C. Commissary, and feel pretty fresh after my long journey. This is quite a busy place, and reminds me of the thriving general store in my home town.

"I've just learned that my lot is to go to the Dining Room, and I'm so glad for the opportunity of being able to give some of those busy clerks a moment or two of happiness.

Here I am in the bake shop; now for a good night's rest, if those engines don't make too much noise.

1:30 a. m. Slam! Bang! Oh, my! it's still dark, and I've been awakened. What does that little fellow want to get down here so early for? Well, I'll make the best of it, and see what my fate is going to be. Oh, goody! I just heard him talking to himself, and he said he was going to make apple dumplings out of my crowd. I did dread so, the thoughts of being all cut up, and my parts scattered to who knows where.

I'm on the display counter now, and waiting for my beneficiary. I hope it's one of those pretty girls I've heard about; but no such luck for me, I guess. I never did do any tinting myself, being satisfied with Nature's care of me. I don't like to have any dust on my face, either, and I'm always glad when somebody rubs it off. I wish someone would tell me why most of the boys don't get together and play Indian, too. If folks knew it, they could obtain the desired effects by eating lots of my gender habitually, and I heard ma say that she knew of a young lady who was actually cured of indigestion by eating one of us kids raw every day (there were 150 of us), and I was spared to tell the story.

Speaking of the girl question, there are other things at shorter length to be discussed, but my time is too limited at this station.

Here I go with a rush. It's now 12:20, and everybody's in a hurry, except those who are eating. I don't believe I could be a waitress, for I'm afraid I'd lose my head somewhere between the L. C. and the kitchen.

Boo! hoo! A very grave sort of man has

got me, and he's sizing me up into so many bites. I think he's a bachelor, for he seems to act so natural at the counter. Splash! My, but that bird had a long throat—just like going over the Niagaras. I'm glad there weren't any gall stones lying loose around here, or I wouldn't have been able to see my finish. I see I've got plenty of company. Well! If there isn't my old friend Peanut Ham. I see you're trying to gather yourself together again, but what's the use now. You should have lost yourself when you had the chance to run, back there on the farm.

Ouch! My but this fellow's got good digestion or else he was awfully hungry, for I can feel myself dying by inches already. I do hope that folks will appreciate me more, after they see what I've gone through. G-G-G-Good B-B-B-Bye! P-P-P-P. A-A-A-Ache."

We are glad to report that business is quite good. That does not mean that we are making money, as the above term generally implies. Far be it from such, for if the Company had to depend on this department for some of its profits, we would have to turn our restaurants into doughnut and coffee shops, or rig up a fleet of box cars for diners and specialize in certain articles of diet, like the gentlemen who write their names on their front windows.

Did you know that one dining car alone, equipped for service, is worth a hundred Henry's, that is Ford's; in other words, \$60,000, and we have five new ones under construction. These dining cars are operated for the convenience of the travelling public. The best food that can be obtained on the market is purchased, and that leaves very little room for bargain hunting, for one knows that when they want the best they must pay for it. Notwithstanding this, we strive to make our prices as reasonable as possible, both on our dining cars and in our restaurants, and as we have compared these prices with those of other railroads, we have found that ours are based on a very fair average.

What we do mean by "good business," is

having plenty of people to feed, and we think you will agree that "busyness" is good for anybody. We also know that when we are handling lots of guests on our dining cars, the passenger department is reaping just that much in revenue, and it makes us happy, even though after our efforts our reports show a deficit.

Travel on the Seminole has been especially heavy. Our stewards will say so all right, some of them having to double and double until they were all bent over when they were allowed a little time off. But what makes us feel good is, that through all their fatigue and weariness from long riding and little sleep, they kept up their morale, showing the usual courtesies and personal attention to their guests, as we learned through receiving in the mail some very pleasing

compliments from passengers who were on those trains.

Did you ever notice the significance in the word "Steward?" It is evidently derived from the word "stew," and dates back to those good old days when such dishes were better appreciated, but please don't check us up on this. These men often make this their life's occupation, and it is like any other trade or profession, once they get into it they find it hard to break away. So that is the reason we can give such good service on our dining cars; we have men who have practically made it their life work to cater to the needs of the traveling public.

Well, most of you readers must feel either dry or hungry by this time so will close by saying, let us all boost for the great Illinois Central.

Cleaning House

By J. S. Terry, Dispatcher, Vicksburg Division

During the first four days of January this year, approximately 450 empty foreign box cars were delivered to connecting divisions and junctions by the Vicksburg Division. Other divisions are doing the same thing and will continue the work until the equipment of the Illinois Central is again restored to service on its own lines.

With the decrease of business during November and December, the management was quick to see the advantage of instituting the present drive of rushing empty foreign equipment home, where no direct loading was available, in order to obtain return of system cars, eliminating per diem charge and expense of repairs, and having its own equipment whose condition can best be maintained to its highest degree of service by home supervision.

The co-operation of all concerned in this movement will soon reduce the enormous per cent. of foreign equipment that previously constituted around 98 per cent. of our car supply to a normal status, where the credits will almost entirely do away with the debits now existing from per diem charge. Each employee feels an interest in the effort to reduce expense of operation and to obtain an immediate substantial increase of revenue business, as well as to maintain the service which has introduced

to the representatives of large interests our capacity for handling business in a satisfactory manner.

No reason exists why the Y. & M. V. and I. C. should not become the logical and most efficient channel of transportation through the southern territories. Commercial interests comprising lumber, grain, oil, coal and numerous other commodities are eager to patronize the road whose transportation facilities are best and give the quickest movement to their business. Local business can be dealt with very satisfactorily and with no inconvenience; the big business is what counts in making our system the first word in transportation lines,—it can be done to a greater degree than it now enjoys and it will be through the vigilant and loyal efforts of every employe connected with the movement of traffic over our lines.

"In time of peace, prepare for war." The rush is over for this season, but no less an imposition of duty is upon us to prepare our road in every particular to maintain and invite the business it should of a right acquire. When individual interest is manifested to the point that every department feels the vital contact of the other, and the campaign is talked of and acted as though it were a necessary work of drama, the end for which we seek shall be accomplished.

"Did You Ever Stop to Think?"

By Joe Allbritten, Round House Clerk, Fulton, Ky.

While sitting at my desk working a few days ago, I threw a sheet of paper I had been figuring on, into the waste basket. At that time, my attention was called to the

fact, by my foreman, that I had only used one side of the paper, and he asked me this question: "Did you ever stop to think about the money that is being wasted by doing

the very thing you did then?" That put me to thinking, and I began wondering how many of us ever thought of that, for as you know paper has advanced considerably in the last few years, and I wonder if you ever stopped to think about how much is wasted by doing the very thing that I did, and all through carelessness and by not thinking.

This not only applies to us, but, did you Mr. Engineman, Mr. Trainman, Mr. Oiler, Mr. Carman, Mr. Mechanic, ever stop to think about this when you went to do your work? Did you ever stop to think that every drop of oil you spill through carelessness, every sheet of paper you waste, every pound of coal you let fall on the ground, and every piece of waste you throw away, that could be used, was only making it harder for the railroad company to keep you working? Think about the great number of men that are working and if every man saved the company one cent each day, what this would amount to in one year. As you know the old saying which says:

"Save the pennies, and the dollars will take care of themselves."

For the last few months the railroad company has been facing a great big problem, paying the highest salaries they have ever paid, and doing practically no business; they cannot quit, that we too know. Now it is up to us to help, and this we can do by saving. Let us stop and think before we do things, let us not spill any more coal on the ground, throw away the waste that we can use, be more careful when using the oil, and let us figure on both sides of the paper and not throw it away when it can be used. Stop and think when you are doing these things, you will profit by it, not only saving the company money, but you will be helping yourself. It is helping the company to keep paying you your salary, it is also teaching you to save for yourself, for if you try to save while at work, it will become a habit, and you will form the habit of saving at home, and in the end you have not only saved for others, but for yourself!

Economy on the Part of Trainmen in the Proper Handling of Repairs to Cars on Line

By V. R. Byrd, Conductor, Memphis Division

The increased cost in every article needed in the railroad service and the present depression in business in all lines makes it necessary for stringent economy, and where a few dollars or dimes can be saved we should make every effort possible to effect a saving. We should all keep a good record of all repairs made to foreign cars on line and thus get credit for all material used in repairs to these cars, which, unless billed against owner's road, results in a total loss.

A great saving can also be made in turning into master mechanic all old hose, knuckles, worn out brasses and other material. It has come to such a point that unless we "deliver the goods" and do all we can to avoid waste and extravagance our employers will look to us pityingly and wonder what we are doing in return for our salaries. There are a great many good men on our line whose intentions are the best in the world, but who seem to be indifferent and inclined to be careless, who

can be easily influenced to lend a helping hand and give the company their co-operation if the matter is only called to their attention, and it is in the hope of enlisting the help of these brothers that prompts me to pen these lines, hoping they will be interested enough in the future of our road to do their level best along the lines mentioned above, and remember, a dollar saved is a dollar made for our company; a gasket applied, a knuckle pin or any repair, no matter how trivial it may seem, represents an outlay of the company's money. Everything the company buys costs money and where it is taken into consideration the large amount spent annually it does look like we might take a hand in the elimination of waste and extravagance.

We have been living under war prices and each one of us has learned, or should have learned, the lesson of economy in the past four years. Why not take a hand and economize for our railroad?

Practical Track Work

C. O. Stallins, Foreman, Hopkinsville, Ky.

Spring is the time of the year when the track should receive the very best of attention. I do not mean by this that it should

be neglected at any time, as each and every employe should have interest enough in the welfare of his Company and the public at large to attend strictly to duty. Of course,

any track man knows that at the approach of the Spring months, the road bed becomes very soft in places and requires close attention. If neglected such places in a short time will become dangerous.

It is best for a foreman to bear in mind that he should keep his track in uniform condition, not just small portions of it in good shape and the rest of the section in bad condition. He should try and keep

those soft places picked up and in good line, as best he can, until the frost gets out of the road bed. It is bad practice to raise track out of fall this time of the year; track that is riding fairly good should not be disturbed during the winter months, but try and keep the whole section in uniform condition, and if possible in such shape that it will not be necessary for your supervisors to have to call attention to any defects in the track.

"Carding of Cars"

By A. H. Simpson, Car Man, Dyersburg, Tennessee

As little as one might think, who may not be charged with the actual duty of carding cars, this is a big item and an opportunity for inspectors to save considerable money for the railroad company, thereby increasing the revenue, giving more men employment, and placing the railroad in a better position to continue the present wages now being paid employees.

There has been issued definite instruction, as to the manner of carding cars, yet we find many violations of instructions, failures on part of the inspectors to carry out the instructions, by simply in a haphazard manner tacking a card on a car with possibly only one tack in center of card. During course of transit of car, this card is blown off by the wind or so badly mutilated, it ultimately becomes illegible, thereby causing

car to be mishandled, creating an unnecessary expense to the company; all due to the fact that the inspector failed to do his duty.

These cards should be tacked on cars with not less than four tacks, one in each corner, properly filling in the information called for on card, showing date, station and the inspector's name so carding it. To do this will, of course, necessitate the inspector having with him at all times a pencil. Many inspectors little realize the importance of proper classification and carding of cars, not thinking that each failure on their part to properly card them probably creates unnecessary expenses on the part of the company, which is due more or less to their not stopping to think, but merely handling their work with the sole thought of "getting by" with it.

"Be Considerate, Give Jones the Right of Way"

By J. J. Enright, A. F. R. Department

There is now pending the railroad companies appeal to the commission for authority to increase passenger rates on intrastate and suburban business. One of the arguments put forward by the opponents of the measure is that if railroad employees were obliged to pay for transportation the additional revenue would render an increase in rates unnecessary.

This may or may not be a fact, and very likely it is not, nevertheless, the public readily believes such statements, and, therefore, they carry much weight.

What can we as railroad employees do to minimize the effect? We can do much by courtesy and consideration for the traveling public. If employees holding passes will not occupy seats to the exclusion of cash fares,

it will do much towards reducing complaints of overcrowding and inadequate service. It will also give us a better standing with the management and will prove to the patrons of the Illinois Central that its employees are not in the class that like to get everything and give nothing. Throwing bricks at public utilities and especially railroads is one of the favorite outdoor and indoor sports. Take one of those bricks away by giving up your seat in the crowded coach, be it through train or suburban, to the man or woman holding a cash fare ticket.

Jones pays the freight that in turn comes to us in the form of pay checks, without him we would not have employment; then for the good of the service and incidentally your own, do not sit while he stands.

Business Solicitation

By W. F. Wright, Agent, Benton, Ill.

My observation has been that to be a good business getter, a man must be able to answer all the questions usually asked by a patron. A man does not solicit business long until he learns that there is a wide range of questions asked. One patron may not ask *all* the questions, but you have to assume he is going to and be ready to answer him.

Before calling upon a patron, a careful study of the commodity they handle, as well as the probable points of origin or destination should be made. Then the solicitor should prepare himself to quote rates, routes and approximate transit time, all of which takes considerable time, but its well worth it.

If the patron asks a question he should be given a prompt, accurate and definite reply. If he is found busy and asks the solicitor to call around after supper, this should be done by all means. A solicitor should not get in a hurry, but should visit a few minutes if the patron is not busy.

A solicitor may expect to find a few patrons who do not have any particular love for any particular road, this means that the best service gets the business. There will be found shippers who are indifferent toward the Railroads or will pretend they have a grievance against the Railroad, but we must bear in mind that there is at least one party the shipper will strive to please and that party is the shippers own customer, therefore, it is highly important that we secure from the consignee an expression through the medium of a routing order. As I see it nothing beats a routing order.

"Ode to the Mississippi Valley"

General Freight Office, Memphis, Tenn.

Just some old-fashioned tariffs,
With rates large and small,
Have taken our rest and
Made us "hit the ball"—

From mornings, up early
To nights, way up late
Our time, all devoted
Except when we ate—

Its "Grain and Grain Products",
and "Flour—Class C",
Until even hot biscuits
Look like tariffs to me.

Then, "Class and Commodity"
and "See Group Number Four",
"Interstate Commerce"
and "Clarksville, Storedoor"—

Then, its "Memphis Southwestern"
and "Murfreesboro" too,

Get Brown on the telephone
To tell us what to do.

And "We better see Shep",
Why don't the "SFRC" write
Well, if that printer don't hurry
We're gon'a be here all night.

These Commissions will run you crazy,
How do they get that way?
Where is Leland's
and, "What did Willis say?

"Eddy, why did you change this?"
"Tony, I don't think this is right,"
"Get Dave to help on the Index, Miles"
"We'll knock Courier higher'n a kite."

"See Charlie about 'one day's"
"Get 'em out quick before the printer
chokes",
With apologies to Edward A. Guest,
We'll entitle this "Just Folks."

"Verse Libre" on the Section Foreman

By Reno Taylor, Section Foreman, Paducah District, Kentucky Division

No, I am not an Artist
And I do not claim to be
And I'm nothing of a Poet
Who hands out good poetry.
But with paper and a pencil

I can draw or write a Verse
But I'm just a Section Foreman
And I'm glad it's nothing worse.
Back long ago I took up Music
And to learn was my desire.

I learned to play the Violin
 And pick the old Guitar,
 And the many things I've tried to do,
 To me they count as dross,
 The greatest thing I've reached as yet
 Is being Section "Boss."
 It's great to be a Section Boss,
 You've nothing much to do.
 You've got to know your track is safe
 And answer questions too
 And you've got to make the "Super" think
 You are something of a "Hoss".
 Oh it's great. You bet your life
 To be a Section Boss.
 The Transportation Book of Rules,
 When this you've learned by heart
 Of course, this isn't very much,
 But then you've made a start
 The book of rules on Maintenance,
 When this you come across,
 You've got to know from A to Z
 To be a Section Boss.
 There's other rules you have to learn,
 There's one on Motor Cars,
 The water barrels must be kept full,
 To use in case of fires.
 And if your Education's slim,

Now there's no use to smile,
 The time roll for yourself and men,
 Will hold you for awhile.
 You must watch the trains as they go by,
 As something may be dragging,
 It's fine to be a Section Boss,
 But there's no use in bragging.
 When ever you hear a whistle "Toot,"
 You must know what it means,
 In every case when track is blocked,
 Protect against the trains.
 The posts along the Railroad Tracks,
 Must be kept straight—Not leaning,
 And never let your section grounds,
 Get far behind with cleaning.
 When a well-dressed man steps up to you,
 Says let me check your time book,
 Your book's O. K. But then you feel,
 As crooked as a Fish Hook.
 You may think the life of a Section Boss
 Is just to Sleep and Eat,
 Most letters from the "Super" say
 Acknowledge a receipt.
 His life is just a Rolling Stone,
 Which never gathers Moss,
 I know you would say the same as I
 If you were a Section Boss.

Meritorious Service

CHICAGO TERMINAL

Switchtender H. Friedlob, Blue Island Junction, has been commended for discovering and reporting broken arch bar on U. L. T. 15442, Extra 1752 North. Necessary attention was given defect, in order to prevent possible accident.

Switchtender Robert Schwenck has been commended for discovering brake beam down on car in train, Extra 1629 North, passing Thirty-first Street, January 7th, and action taken in stopping the train and notifying crew, thereby removing possible cause of an accident.

Towerman J. A. Wagner, Kensington, has been commended for discovering brake beam dragging under car being handled in transfer train, Engine 752, moving North over interlocker December 29th. Train was stopped at Burnside and brake beam removed, thereby preventing possible accident.

ILLINOIS DIVISION

Agent F. W. Stephens, Danforth, has been commended for discovering brake beam dragging on Extra 1841 North, December 6th. Train was stopped at Ashkum, and defect remedied, thereby preventing possible accident.

Brakeman C. W. Clark, Champagne, on Extra 1703, moving South, November 13th, has been commended for discovering car in train with truck derailed, and action taken

in stopping train, in order to prevent possible accident.

ST. LOUIS DIVISION

Switchman C. S. Settlemoir, of Benton, Ill., recently turned in eighty-six air hose, eleven angle cocks and six couplers or draw bars. This is indeed an indication that Mr. Settlemoir has the welfare of his company at heart. If each employe would endeavor with the same zeal to stop loss and waste, the net revenue of the Illinois Central Railroad Company would be very materially augmented.

Fireman A. F. West, Extra 1504 North, at Carbondale, has been commended for discovering and reporting draw bar almost out on N. Y. C. car. Necessary repairs were made, and undoubtedly prevented possible accident.

Crossing Flagman Frank Lill, Belleville, Ill., has been commended for discovering car in Extra 1857, January 1st, derailed and signalling engineer to stop train. This action undoubtedly prevented possible accident.

SPRINGFIELD DIVISION

Engineer J. W. Gallagher, Fireman F. Massey, Conductor C. P. Freeman and Flagman E. L. Mitchell, Train 523, December 3rd, have been commended for action taken when automobile stopped on track at Divernon.

The Pioneer Railroads of the Lower Mississippi Valley

Second Period

The Beginning of the Trunk Lines

1846 to 1865

By C. R. CALVERT

Traveling Freight & Passenger Agent, Y. & M. V. Railroad, Memphis, Tenn.

(Continued from December Issue)

The report provided for a steam ferry across the Mississippi River and the extension to St. Louis up the west bank.

The entire year 1847 was given up to this preliminary work; and, on January 1st, 1848, no definite steps had been taken toward the construction of the road. But, on February 3, 1848, a charter was granted by the State of Alabama to the "Mobile and Ohio Railroad Company" to

Locate, construct and finally complete a single, double or treble railroad or way, from some suitable point in the City of Mobile, in a western or north-western direction to the west line of the State toward the mouth of the Ohio River.

The incorporators of the company were:

Jonathan Emanuel
Sidney Smith
Samuel N. Fisher
Arch W. Gordon
John G. Whitsett
George N. Stewart
Chas. Banon
John Bloodgood
Chas. Gascoigne
M. I. D. Baldwin
Moses Woring
Joshua Campbell
Miguel D. Eslava
Philipp Philipps

"with such others as shall associate themselves with them."

On February 17th, the Mississippi Legislature granted a charter to the Alabama Company to extend its line "in

the State of Mississippi from the Alabama State line to the State of Tennessee in such direction and on such a route as may be deemed most expedient."

Similar charters were granted in Kentucky on February 26th, and, in Tennessee, on February 28th, of the same year; and, on June 7th (1848) a meeting of those who had subscribed to the stock of the proposed company was held in Mobile and the organization accomplished.

The Board of Directors soon afterward perfected their organization by the election of Mr. Sidney Smith, President; Mr. Alfred Irwin, Secretary, and General Thos. McCoy, Treasurer.

A committee was appointed to secure a Chief Engineer, and this committee went north with the idea of securing a man with experience in the construction of railroads on a more extensive scale than had been possible in the south. Capt. John Childe was employed as Chief Engineer of the company, and the report of the committee states that he was "a gentleman whose high reputation and great and varied experience in railroad construction qualify him eminently for the place."

On January 5th, 1849, Engineer Childes made a preliminary report to President Smith from Columbus, Ky., after he had personally examined the routes proposed by the locating Engineers and analyzed the prospective traffic, and his conclusions were summed up in one sentence—"you can have no

apology for making other than a permanent, first-class road, as good as the best in the Eastern States."

In this report, Mr. Childe assumed that "the passenger fares, on this road, will be from $2\frac{1}{4}$ to $3\frac{1}{2}$ cents per mile, inverse to the distances; and freight charges will be $1\frac{1}{2}$ to 3 cents per ton per mile for Agricultural Products, Salt, Lime, Plaster, etc., and $2\frac{1}{2}$ to 5 cents per ton, per mile, for important merchandise."

At the first regular annual meeting of the Board of Directors, which was held on February 5th, 1849, resolutions were adopted which provided that the Federal Government should be requested to grant to the Mobile and Ohio Railroad and the "Central Railroad of Illinois" the alternate sections of Government land along the routes of those roads, upon the ground that these roads would form a connection between the Cities of Chicago and Mobile and "in connection with the line of steamships from Mobile to the Isthmus of Tehuantepec, across the Isthmus, and connection with the steamships on the Pacific Coast, would form a through route from the Great Lakes to Oregon and California."

The matter was successfully presented and the Action of Congress in 1850 made the grant to the two roads named.

Early in this year—1849—the road was located from Mobile to Buckatunna, a distance of seventy miles, and contracts were let for short sections of road, to Riddle & Company. A committee had also been appointed to decide upon the point of entrance to the city and site for depot.

The Board finally determined upon the location "at the corner of Hunt and Royal streets, and extending north-westwardly, embracing an area of forty or fifty acres."

The discussion of other sites brought out the objection that "the road would cross all the principal thoroughfares leading from the city and would render the *employment of expensive horse power inevitable.*"

This calls to mind one of the pe-

culiar conditions that existed where the depots were located in the center of the towns. The locomotives were not permitted to enter the city, but were stopped at the edge of the city and the cars drawn by horses. DeBow's Commercial Review for 1850 has the following description of one of the roads in Philadelphia:

Between the depot in Market Street and the locomotive station, the trucks are drawn by horses on railways conducted through the streets. At the locomotive station, the trucks are formed into a continuous train and delivered to the locomotive.

And in the description of one of the New York roads reads as follows:

The carriages, on entering the town, are drawn by horses; four horses being allowed to each coach. Each coach carrying from sixty to eighty persons and being constructed like the railway coaches in general in the United States.

Mr. George S. Gaines and Mr. John S. McRea had been appointed Commissioners to travel over the route of the proposed road and interest the people in the road, soliciting subscriptions to the stock and having the various communities vote assistance to the road. The City of Mobile had voted a special tax of three hundred thousand dollars and the original subscription to the stock had brought \$631,700.00 but it was necessary that the work should be pressed at all points if progress was to be made that would keep up the interest in a project that was so expensive and so new to the people, and this required the assurance of large sums of money when the work should be commenced.

In October, 1850, contracts were placed with Bailey, Brothers & Co., in Wales, for "3,560 tons of rails, of the 'T' pattern, to weigh 65 pounds to the linear yard and to be of the best quality." The Engineer's report states that "this contract was made at a very favorable time, when the prices were at the lowest; and, at average freight rates, will be delivered at the company's wharf at Mobile at the low cost of thirty-eight dollars per ton of 2,240 pounds."

(To be Continued.)



Sports

AUDITOR OF STATION ACCOUNTS' OFFICE

The bowling league has now finished its fourteenth week, with the A. P. R. team in the lead. The A. S. A. team is a good finisher, however, and as the season is just a little over half through, we expect them to be on the top at the finish.

The wife of one of the players was overlooked in the past in not being included among those present, however, she can blame her husband for not making her acquainted, so Mrs. Beusse don't think this oversight was intentional.

The Misses Crane and Vanderlinden have been pretty regular in attendance. Why can't we have more rooters, as it is the rooting of the A. P. R. and F. C. A. supporters that has put them on top.

O. E. Hulsberg and E. O'Rourke, our stars, are knocking 'em dead, Hulsberg getting a 618 series and O'Rourke a 268 game in the last month. Lamon, Bausmith and Swanson are all improving and there is no doubt but that the A. S. A. will be on the top soon, so let's go.

Below is the standing of the teams January 25th, with the ten high bowlers:

Team	Won	Lost	Per Cent	Total Pins	Pins Game	High Game	High Series
Audr. Pass. Rec.....	31	11	735	34,882	830-20	946	2,742
Frt. Cl. Agt.....	26	16	619	33,360	794-12	929	2,581
Audr. Sta. Accts.....	25	17	595	32,953	784-25	995	2,634
A. F. R. No. 1.....	21	21	500	33,715	802-21	1,011	2,540
A. F. R. No. 2.....	19	23	452	32,396	771-14	884	2,485
A. F. R. No. 3.....	4	38	095	30,346	722-23	858	2,313

Name	Games	Total Pins	Average	High Game	High Series	Club Psgr. Receipts
Chalup	24	4,348	181-4	231	633	F. C. A.
Calloway	42	7,437	177-3	224	603	F. R.—One
White	9	1,592	176-8	236	554	F. C. A.
Tersip	42	7,387	175-37	224	593	F. R.—Two
Beusse	36	6,262	173-34	214	559	Psgr. Receipts
Pierce	42	7,288	173-22	224	584	F. R.—One
Does	42	7,155	170-15	232	558	Aud. Sta. Accts.
Hulsberg	42	7,101	169-3	239	618	Aud. Sta. Accts.
O'Rourke	42	7,038	167-24	268	580	F. R.—One
Smith	42	6,969	165-39	211	561	

SOUTH WATER STREET STATION

The Illinois Central Team (South Water Street clerks) on January 16th played the Winterburn Show Printing Co. at the Wabash Alleys, and it was certainly an exciting game. As a dandy team has been organized our players are anxious to meet a few of the other teams on the system. For arranging games call Begley, Wabash 2200, Local 307. Following is the score:

	1st game	2nd game	3rd game
J. O'Brien	152	146	143
Finnerty	170	137	159
Begley	181	174	160
O'Brien	207	162	164
Johnson	213	165	183
	<hr/>	<hr/>	<hr/>
Visiting team	809	801	768
Total, 2,516 pins.			
Total, 2478 pins.			
Total gain, 38 pins.			

Since the above game was played, our team has received a challenge from the Fort Dodge, Iowa, Team for a game at that city. This challenge has been accepted and report will be made in next issue.

INDOOR AND OUTDOOR BASEBALL AT BURNSIDE

The indoor and outdoor baseball league was organized at Burnside shops last spring, and during the season twenty games were played by teams representing the clerical department, machine shop, blacksmith shop, boiler shop, tin shop and car department.

E. Hank was manager of the "Pen Pushers," and "Slim" Faber, captain.

Whitey Ruppert, manager of the "Nut Splitters," and Heinie Spiller, captain.

Tony Digard, manager of the boiler shop "Rivet Slingers," and F. Bull, captain.

Dick Case managed the tin shop team, with John Schneider acting as captain.

A. Satoria, manager of the car department, and L. Satoria acted as captain.

The roundhouse was represented by a strong team, but did not take part in the elimination series, played at the close of the season for the silver cup.

This was the first year in which the different departments at Burnside were represented in a league and the interest displayed was gratifying.

Large crowds of employes witnessed every game played during the lunch period, 12 to 12:30.

Ball bats and other necessary equipment were kindly furnished the league by the Y. M. C. A. secretary, Mr. E. E. Hennessee, and this gentleman has promised further aid for next year. During the winter the proper officials will be solicited to furnish an athletic field for the "boys" at a desirable location, just south of the machine

shop. At present games have to be played on cinder diamonds inside the plant inclosure.

The league officials, with the co-operation of Mr. Hennessee, hope to induce the company officials to see the wisdom of providing a proper athletic field, where baseball, football and other games can be played, between not only the clubs of the league, but visiting clubs from other division points.

A beautiful silver cup thirteen inches high and suitably engraved was donated to the league by departmental and supervisory foremen and officials of the plant, and same is now on exhibition in office of the general foreman. This trophy must be won three times before being retained permanently by any one team in the league.

Arrangements are now being made to give a reception and dance at the Calumet Hall, Sixty-second and Cottage Grove avenue, on January 28. The Rivet Slingers, representing the boiler shop, won the majority of games played during the series, and are therefore champions for 1920. This club will be presented with the cup at the dance on January 28.

The success of the indoor baseball league and the enthusiasm displayed by the players and spectators, were mainly due to the combined efforts of Mr. E. E. Hennessee, Y. M. C. A. secretary, and our genial supervisor, "Mr. Rusty" Moreton. Both these gentlemen gave their time and money to further the interests of the league and deserve the thanks of all Burnside employes.

Burnside "Y" Basketball.

Through the enthusiastic efforts of Mr. W. R. Davison, I. C. Y. M. C. A. secretary, two basketball teams have been organized at Burnside Shop, Chicago.

The handicap of not having a gymnasium was overcome by securing a park and a high school "gym" for regular practice. With the assistance of special coaches the teams are being rapidly drilled into shape and will give a good account of themselves. One team classes as a heavyweight, and the other lightweight. Games can be secured by addressing W. R. Davison, I. C. Y. M. C. A., Ninety-fifth and Cottage Grove avenue, Chicago, or phone Burnside 31.

INDIANA DIVISION

Sports

LOCAL RAILWAY MEN VICTORIOUS Illinois Central Basketball Team Defeats Similar Five From Palestine

The Evansville Illinois Central Railway basketball team defeated the Palestine I. C. quintet on the Y. M. C. A. floor here Saturday night as a curtain raiser to the Y. M. C. A.-Louisville volley ball game, 16 to 8.

The visiting team was very fast, but on

the strange floor could not overcome the lead the locals piled up.

The first half ended 5 to 5.

George and Schmalmack were stars for the locals, while Slater made two goals for the visitors. Each of the Evansville stars made two field goals. Slater also shot a foul goal.

Brock Stars

Brock of the visiting team was a giant in stature and was all over the floor at once. His speedy pass work made possible many of the points made by the losers. He shot one foul goal.

Next Wednesday the local quintet will play the Grayville Independents at Grayville, and a week from Saturday night a game will be played with Mattoon I. C. men here.

The officials at Mattoon stated yesterday that a special coach would probably be used to bring the rooters down to witness the game.

Lineup:

Evansville (16)	Palestine (8)
Ellis	F..... Slater
Shoemaker	F..... Cobb
Schmalmack	C..... Brock
H. Townsend	G..... Solsberry
C. Townsend	G..... Adams
Substitutions, George for Shoemaker; Shoemaker for Ellis; Ellis for Shoemaker.	
Field goals, Ellis, 1; Shoemaker, 1; Schmalmack, 2; H. Townsend, 1; George, 2; Slater, 2; Cobb, 1.	
Foul goals, H. Townsend, 1; George, 1; Slater, 1; Brock, 1.	
Referee, Loeb. — Evansville (Ind.) Courier.	

IOWA DIVISION

The Iowa Division Bowling Club will accept the challenge of the Fordham Pleasure Club for a series of games and would like to hear from them; also the South Water Street Club. For games, write A. F. Halfpap, manager, Illinois Central Bowling Club, care Agent, I. C. R. R., Fort Dodge, Iowa.



SOUTH WATER STREET STATION

All employees at South Water Street Station are interested in "Freight Solicitation Cards" and from letters received in this office, the patrons of our road consider the idea a good one, and have written many fine letters in reply to our cards.

Our team track teller, Mr. Goergen, is expecting to spend a week end in southern Illinois on a hunting trip in the near future. It is said there is big game in that part of the country, but one must hunt for oil with a sounder and drill.

Miss Dolan recently returned from a brief visit in Buffalo.

Bob Johnson, Grover Wray, Tom Crow, Arman Kehle and James Lyons make up the basket ball team of the Out-Freight Department and would like to hear from any other five in the service.

Congratulations are extended by all to Chester Norko, who has recently embarked upon the sea of matrimony.

W. T. Pennington, of the Accounting Department, spent a very delightful vacation

with relatives and friends in the South, recently.

Miss Hazel Lohrman was absent for several days because of illness, but we are pleased to report she is back on duty.

BAGGAGE AND MAIL TRAFFIC DEPARTMENT

Miss Mae J. Nolan was the dinner guest of Mrs. Pearl E. Wickline, of Homewood, recently.

As prophezied in last issue, an other one of our young ladies, Miss Florence Fugenschuh, is planning on leaving the services of the company the latter part of March to become the bride of Mr. Leroy Langdon, of Indianapolis, Ind. Miss Fugenschuh is a very busy young lady, getting ready for the big event.

Miss Mildred Fairfield resigned her position January 31st to re-enter the University of Illinois.

Misses Grace and Irene Nolan spent a day at Beaverville, Ill., visiting relatives.

Mr. Fred Laenhardt, chief mail clerk, who is on a leave of absence on account of ill

health, was a visitor recently. Mr. Laenhardt is looking much better and we hope after another month's rest he will have fully recovered his health.

Miss Vesta A. Shoesmith entertained Mrs. Bigelow and Mr. Lee Robinson from the office of the general superintendent of motive power, Mrs. Wickline, Mr. Dan Trotter and Mr. W. C. Hill. A very pleasant evening was enjoyed by all.

Mrs. Glen Buell, formerly Miss Ellen Nyquist, made us a short visit recently.

Raymond Goldberg is doing his best to keep down the postage bill. Stick with them, Ray.

AUDITOR OF STATION ACCOUNTS' OFFICE

Retrenchment is the topic of the day and if we want to keep our present good wages we must produce more, so now let us all resolve to do our best to keep our department in the lead in efficiency, where it has always been.

It was reported around the office recently that "Beau Brummell" Stark was secretly married, but, as usual, he denied the statement amid blushes.

From the number of employees attending the dentist, you would think prices had gone down. First our chief clerk, Mr. Hodgdon, and then Durant and Larsen. Who's next?

Edna Nelson is certainly a very forgetful young lady. One morning while running for the train she heard a bell ringing very loudly. Upon opening her bag she found that she was taking her alarm clock to work with her.

Joe Murphy, Turner and Ryan of the A. S. A. Dept. with McCarthy and Bax of the A. F. R., bowled the A. F. R. No. 3 team Saturday afternoon, January 15th, and simply ran away from them, due to the good bowling of McCarthy, Bax and Murphy. "Santa Claus" Broderick and "Christmas Tree" Wiggington were a little peeved. However, they were good losers. "Kernel Cootie" Henderson has challenged us to another match-game, but we are going to rest on our laurels for this season.

The Misses Hayden and Coyle are contemplating a trip to St. Louis soon to visit our ex-typist, Agnes McMorro, who is now connected with the Mo. Pac. R. R.

Mr. Enholm, was seen walking along Stony Island Avenue and Seventy-ninth Street Sunday afternoon, January 23rd, with a very pretty young lady. What were you doing, Walter? Looking at bungalows.

I. C. Frolickers

A select group from Vice President Blauvelt's office engaged in festivities at the home of Miss Regina Heuer of Homewood recently. The girls started the offensive with a snowball encounter and were not satisfied until each of their faces were

washed. The hostess entertained with some very fitting recitations. The rugs were then removed and all danced until content and then played some "brain-racking" games in which the girls proved most brilliant. The hostess emerged with high honors by winning the hand-painted waterproof strainer. A most gorgeous goose dinner was served and gossip has it that the hostess inadvertently put some spirits in the "fruit salad," much to the indignation of some of those present—more particularly the young men. A good time was reported by all. Those present were the Misses Marshall and Hoffman, Mr. Menzel, fiancé of the hostess, Messrs. Clettenburg and Hoffman.

Purchasing Department

Teddy Miller, the "sax" player of the Purchasing Department, spent the holidays at Bloomington, Indiana. We were all wondering why take the "sax" along?—but it has developed there is a reason—the young lady plays the piano wonderfully well—but does she know about the luncheon with Zimmy?

Miss Ella Broeker, clerk in the Accounting Department, has taken a two months' leave of absence due to a nervous breakdown. It is the earnest wish of the Purchasing Department that Ella will return in March much benefited by her rest.

ACCOUNTING DEPT., 63RD STREET Let's Hearken Back to the Old Days

Do you remember way back (well it wasn't so far back either) when the Auditor of Freight Receipts' Department, had the justly earned reputation the country over, of being the best conducted office of its kind in the United States?

The officials took natural pride in the fact, and the clerical help were then, always to be relied upon when this reputation was ever questioned or at stake.

To undertake any class of work meant that it was to be done, in the shortest possible time and its accuracy to be above reproach.

Everybody took this as a matter of course. A sense of personal pride seemed to pervade the entire force. They were all live ones—a dead one could not exist nor would he be tolerated amongst them, and everyone was happy.

The Great Word War came, we are trying to forget it as fast as possible. Huge war industries for Army and Navy equipment commenced and increased by leaps and bounds, until labor and help of every description were attracted by the large inducements offered, to such an extent that all other industries were placed in the position of getting along as best they could with any help obtainable.

The inexperienced, and often incompetent,

forced their way into the places of the old reliables by stress of circumstances, and as a consequence precision of previous days became replaced with careless indifferent work, notwithstanding all precaution taken to prevent it. Even the business-like attitude of the older clerks relaxed as the fever of War carried them away and their sympathies swayed with the success or repulse of the contending nations. The times were pregnant with possibilities. The duties in which we were engaged became a secondary consideration. The feeling was tense and such being the case only such application as was absolutely necessary was given to the duties of regular employment.

For over two years we were held in a state of expectancy—apprehension. We entered the War, the fever became a frenzy. We were called upon to register. Our boys went to camps and to France; we bade them goodbye and expected to follow them soon. We saw the parades when they left us, the baby in his father's or perhaps his brother's arms, his mother clinging by his side, with wistful gaze at his face, and as we looked, the strongest was moved to tears. We heard a band go by, or perchance a train of soldiers on their way, and we wondered. We carried these feelings with us, and in a sense were paralyzed with emotions. We did the best we could, but we admit that same old ardor did not prevail.

We heard the Liberty Bond Drives, the speeches to arouse our generosity, one after another they came and we were asked to give until it hurt. We responded to the best of our ability, and followed the fortunes of Old Glory 3,000 miles away with all the anxiety that the occasion called for.

Some eighteen months elapsed and the War ended, the boys came back and returned to their previous positions. We were glad to have them with us again, friends of many years. But with Peace and them did not as yet return the vigor of pre-war times. A lethargy had come upon us which we found hard to cast aside.

Slowly but surely we are getting back to normal. The old boys are back on the job again and the less efficient are finding it harder and harder to hold their end up.

We have heard the recent admonishment of our Superior Officer, Mr. Shepherd, for more work and more efficient accomplishment, and we assure him that we will respond as we did, when you remember the days way back.

CHICAGO PASSENGER TERMINAL

Definition of Illinois Central suburban service, "Courtesy 'n Everything."

William Kerr has returned from a stay in California, where he went for his health, and he sure shows an improvement.

Edward O'Leary and Miss Jewell Wilkie

were all bound up in the "holy bonds of matrimony" January 8. Mrs. O'Leary is employed as a telephone operator at Central Station.

A little nonsense now and then is relished by the best of men. Don't fall for this. Nearly everybody has a well developed bump of curiosity. And what does it lead to.

An apple a day will keep the doctor away. Eat two and avoid a consultation.

Attention, Harry Darling and the rest of the record "hounds." One of the hardest things about the first of any month is trying to decide how many new records to buy.

We experienced some odd cases when looking for sleepers at Central Station recently, the names of which corresponded with that of yardmasters. Pullman car Malone was ordered to Pullman shops, while Pullman car Boone was ordered in service to New York. Yardmaster Halladay, in looking for the cars, asked a switchman where Malone and Boone were. The reply: "Malone went to lunch and Boone walked down to the repair yard."

Station Master's Clerk R. W. Medell is the proud daddy of a baby daughter. Congratulations.

William Smith, yardmaster, just returned home from the grand opening of the Illinois Central depot at Centralia, Ill.

Switchman J. L. Scudder is well known around Central Station. He can tip you off how to bet and make money. Ask Night Clerk Williams.

Oscar Gates, engine foreman on the shop train, is all toggled up with a new collar on his overcoat. Have you seen the collar? It speaks for itself.

Suburban Flagman Halderson is quite happy now; he is the father of a fine boy.

Ticket Agents Mrs. Nellie Shea, Miss Elizabeth Lilly, Mrs. Susan Pendleton and Mrs. Nellie Reeves are about to depart for California for a pleasant sojourn.

Suburban Flagman Tom Clark reports the arrival of a boy. There will be lots of prospective suburban trainmen.

We are pleased to see Mrs. Johanna Swartz back to work after three weeks of illness. We hope she continues to improve.

The next time you see Harry Holmes, ask him how many "picks" he has.

Just before going to press we found out where Chief of Police Fitzmorris gets all his pep. He is a daily commuter on the Illinois Central suburban.

Our Superintendent of Passenger Service is stepping high these days. He is now a Grand Dad. A big boy arrived at his son's house the other day.

Did you see the buttons popping off Joe Lenzen's vest? The stork visited him and left a nice little girl.

Gateman C. C. Monds is spending the

winter in the hills of Arkansas. Why leave Chicago in weather like this?

Flagman Wm. Kruwell has returned to our midst again from his Michigan farm. He reports some wonderful apples up there. How about the peaches?

Flagman E. Ashton and wife are on their annual trip to California. How do they do it?

Conductor Richardson is spending a few days in the West on a business trip.

Conductor Frank Coleman spent the holidays on his farm. Leave it to him to pick out the right time of year to go to a farm.

Ticket Agent Laura Goodman is going to California. Have a nice time, Laura.

Gateman Donald McCurdy has been on the sick list for some time. He is progressing as well as can be expected. We hope to have him with us again soon.

Gateman F. C. Moore of Van Buren Street, one of our World War Veterans, is in the hospital for an operation.

Mrs. Mary Golden has just returned to work after an extended trip. We hope she had a very nice trip and is ready for another year of hard work.

Mrs. Mary Holton has left for Arizona and points west. We hope she has a fine trip.

Suburban Flagman C. H. Donaldson listening to the Christmas Bells got "fussed up" and started the Wedding Bells a day or so later. Himself and bride are honeymooning in Florida.

H. Swanson, switchman at Randolph Street, is in New York on a business trip.

SPRINGFIELD DIVISION

Superintendent's Office

S. C. Fraser and daughter, Miss Olive, visited relatives in Chicago over the week end.

Mrs. M. J. Williams and daughter and Miss Nora Banks were Decatur visitors recently.

Mrs. E. Benson and daughter, Miss Helen were Springfield visitors recently.

F. E. Martin visited relatives in Mattoon over the week end.

John Sproat of Springfield has accepted a position as stenographer to the superintendent, relieving Mrs. Nelle Boylan.

Richard Smith has been appointed agent at Zanesville vice J. G. Munday.

Claire Gray was a business visitor in Decatur recently.

Elsie Vollrath was a business visitor in St. Louis recently.

Operator E. H. Smith and wife of Decatur left January 25th for an extended trip through California.

Operator A. Meliza and wife of Decatur will leave about Feb. 1st for an extended trip through Florida.

Operator W. H. Rooker of Pawnee Junction returned to service January 25th after an extended trip through Arkansas.

W. H. Smith of Chicago visited friends in Clinton recently.

Madeline Bradley of the Store Department has been granted six months leave of absence due to illness and has gone to her home in Vandalia. James Andrews is working in Miss Bradley's place during her absence.

Julia Coffee of the accounting department visited home folks recently.

Mrs. R. F. Deveney, of Kenney, was a visitor in Clinton recently.

Cecilia Sharkey, daughter of Conductor Sharkey, spent several hours in Decatur Tuesday afternoon.

Virgil Walker of Madison has gone to Patoka for a few days' vacation.

W. E. Walkup of the engineering force visited in Carbondale recently.

G. C. Harris spent a day in St. Louis.

R. M. Bostick and F. X. Meindl of Chicago were here recently on company business.

Engineers Charles and Jeff Sweazy were called to Louisville, Ky. account of their brother being seriously injured.

Conductor W. B. Herron has returned to work after several days leave of absence.

J. W. Hidden, American Express Agent at Clinton has been transferred to road service between Amboy and Centralia. J. E. Stowell has been appointed express agent at Clinton.

Conductor E. E. Hilbrant has returned to work after several days leave of absence.

Warren Hickman, record clerk, visited in Mattoon recently.

Accountant John Ely made a business trip to Chicago recently.

Trainmaster M. Sheahan of Rantoul was in Clinton on company business recently.

J. W. Coffee of Vandalia was a Clinton visitor recently and also attended a meeting in the Roadmaster's office.

Chas. McAdams of Waterloo was in Clinton recently enroute to Centralia.

General Superintendent W. S. Williams of Waterloo was a Clinton visitor recently.

Road Department.

Mr. and Mrs. W. J. Apperson and son spent the week end in Memphis, Tenn.

Instrumentman F. T. Kraft was in New Holland recently on company business.

Wm. Sylvester, clerk in supervisor's office spent the week end with friends in Springfield, Ill.

E. M. Richardson and J. Buntin of resident engineer's office are assisting in survey work in Johnson City this week.

F. W. Yeager, signal maintenance foreman, has returned from Bloomington, Indiana.

Harry Miller, clerk in roadmaster's office, spent a day in Kankakee.

Assistant Engineer J. W. Swartz spent a day in Waggoner.

C. F. Weld, supervisor of signals, made an inspection on the Indiana division.

A. Watt, formerly employed in the superintendent's office but now employed in Mr. Porterfield's office, was a visitor in Clinton.

J. W. Staehle, rodman, has returned from Ospur where he was looking after some company business.

Mrs. W. E. Russell, wife of roadmaster, spent an afternoon in Bloomington recently.

Rodman M. M. McClelland spent a day in Pawnee Junction.

Miss Geraldine Reynolds, stenographer in roadmaster's office, visited in Springfield.

INDIANA DIVISION

Road Supervisor T. J. Brosnahan went to Champaign Tuesday to attend a conference at the office of the district roadmaster.

Fred Foltz, chief clerk of the road supervisor, was in Champaign recently on business of the company.

Claim Agent M. E. Young returned from a business trip to Decatur.

T. J. Healy has just been appointed to be special agent in charge of the Chicago freight terminals, effective from January 16, with headquarters at the central station. He is promoted from the position of special agent in charge of the Illinois district with headquarters at Kankakee. P. A. McDaniel comes from East St. Louis to take his place at Kankakee. C. E. Rogers of Centralia is appointed assistant special agent at the St. Louis terminals.

Mrs. M. E. Young went to Champaign for a visit of several days with friends.

Leslie Fye, receiving clerk at the freight office, is on his way to Miami, Fla., for a sightseeing tour of several weeks. A postal received from him postmarked Jacksonville said he was seeing fine sights, needed his overcoat every night, had enjoyed the ostrich ranch and alligator farm and had found Jacksonville far too large to be seen in six hours, so he had marked it for a return visit on his way back to Mattoon.

The thrift of the employees of the freight office is seen in the care with which nails are extracted from the inside of cars and saved for future disposal. About two bushels have accumulated and these are of every penny and in all sorts of bent strained condition, all in uniform state of advanced rust.

Train-Master's Office

Indianapolis-Effingham Districts

Conductor J. W. Curtiss has purchased himself a bucking broncho and no doubt he will be in a position to break gardens in the spring.

Miss Ruth Etherton, Train Master's clerk

at Palestine has been taking agricultural training for pastime, and quite often she has been heard humming that old familiar song, "Down on the Farm."

Conductor J. P. Hanrahan has been displaced off the Palestine-Centralia run by Conductor F. P. Mills.

Brakeman C. F. Stout left the 17th for Kankakee. We all hope he will come back feeling better.

Conductor J. R. Winterringer has sold his property on Lincoln Street. Please notify all automobile agents.

Conductor B. Burge has been very popular on the screen at the movies.

The Illinois Central Boys out of Palestine have organized a Basket Ball team, and from all appearances it is a "winning" team.

Several of our trainmen have concluded that "Two can live as cheap as one" during these days of high prices and have made good their belief by agreeing to trot in the double harness the rest of their lives. R. M. Wilson is one of these believers. Who will be next?

Chas. Loos made a trip to Chicago, January 17th, to accompany his wife home. Mrs. Loos has been receiving treatment in the Chicago Hospital.

G. Y. M. Haebl, Indianapolis, took his two days off January 12 and 13. Night Engine Foreman Welk performed in his absence.

Night Engine Foreman Welk had the misfortune to fall over a drawbar on the night of January 6th slightly injuring his knee, laying him up several days.

Brakeman I. Morris of the north end local layed off sick January 17. We hope it is nothing serious.

Yard Clerk Wm. Meyer of Indianapolis spent New Year's at Ft. Wayne. It is looking pretty serious.

Ex. Yard Clerk Roland Arens who is attending school at Crawfordsville, Ind., spent his vacation relieving the Indianapolis Yard clerks during the holidays.

Thieves entered the home of Chief Clerk Rinehart, Indianapolis, recently. Among other things a silk shirt given him for Christmas by his fellow clerks was taken. Bill, you will have to wear your shirts.

Conductor Ed Harris of the north end local was off about 10 days the fore part of January account himself and wife both under the weather.

Switchman E. O. Breedlove, Indianapolis, who was taken sick December 15th is still unable to be out; we hope for his early recovery.

Train-Master's Office

Peoria and Mattoon Districts

Brakeman R. F. Alsop is going to prove to his fellow workmen that two can live cheaper than one. On January 8, 1921, he was married to Miss Minnie Miller, a popu-

lar young lady of Olney, Ill. Best wishes, Bob, and here is hoping that your troubles will be little ones.

Switchman John Gerbing and Orville Jordan of the Mattoon yards, have returned from East St. Louis, where they went on company business.

Conductor R. F. Whist has reported for duty after a short vacation. He was relieved by Conductor J. A. Law.

Conductor C. A. Richmond has returned to work after being off several days account death in his family.

The matrimony business is good in spite of the high cost of ham and eggs. Announcement has been made of the approaching wedding of Brakeman H. E. Ely and Miss Lois Head. Congratulations!

Brakeman Walter Moore spent a few days in Memphis recently.

We are wondering why Brakeman E. L. Kirkpatrick goes so frequently to Tuscola. "Kirk" says it is business—we agree. Has she named the day?

Brakeman A. W. Gustafson has returned to work after a short vacation.

Switchman W. F. Rousey and wife of Evansville, Ind., have gone to Jacksonville, Tampa, and Havana, Cuba, for the remainder of the winter account of the health of Mrs. Rousey.

Switchman C. A. Grace, Evansville, Ind., is spending a few days in New Orleans attending the races.

Mrs. J. R. Baird and children, Evansville, Ind., are spending a few days in Henderson with relatives.

Switchman O. P. and J. A. Schweitzer, Evansville, Ind., have gone to East St. Louis for a visit with their brother.

Switchman A. Williams of Evansville, Ind., held down the Yard Master's job while P. H. Sheedy had his two days' vacation.

Yard Clerk S. G. Melchoir, Evansville, Ind., has returned to work after being off two weeks account blood poisoning.

Yard Clerk Raymond Ver Wyne, Evansville, Ind., has gone to Morganfield, Ky., for a visit with relatives.

Mrs. Mary Graham, mother of Yard Clerk Graham of Evansville, Ind., is in Nashville, Tenn., for a month's visit with relatives.

Chief Yard Clerk John Wood and family are visiting friends and relatives in New Castle, Ind.

Miss Helen Haettinger, daughter of General Yard Master O. E. Haettinger, who recently submitted to an operation for the removal of adenoids is much improved. This accounts for the cheerful disposition of her father.

Miss Victoria Gustafson, Clerk to Train Master, spent a day with her sister in Champaign.

Yard Clerk William Severns contemplates a trip to Evansville, Ind., in the near future.

While at Evansville he will visit his uncle, Engineer C. H. Munson and family.

Chief Dispatcher's Office

Dispatcher Storms is going to take the Shriners' degree and Dispatcher H. H. Weatherford, Champaign, is going to take the trip with him in order to see that he stays on the goat. Here's hoping, Stormy, that they don't get **your** goat.

January 23rd is a big day for Operator Whitesitt who is going to take examination for Train Dispatcher—Best of Luck, Whitey.

Mr. Harry Noe is taking a little vacation in Chicago and is going to treat 'em all nice and win the \$50.00 Tribune prize.

Operator McGowan needs a wife to look after him, girls—wonder why he had his landlady sew his buttons on his coat with WAX THREAD—Ask me, Ask me—Mae Timee.

The Dispatcher's office looks vacant now since they moved tons of tonnage clerks in the Accountants' office—No offense, Norienne.

With all apologies to Shakespeare—
"Werth got a box of candy,
It sure was a dandy,
But our tonnage clerk likes candy too;
And Werth didn't know what to do;
When Norienne took it, he was mad,
That's the reason he looks so sad,
Erwin Carl Werth, never fear,
Santa will bring you another, next year.

Mattoon Shops

Miss Irene Gucker filled position of Miss Harriett Bledsoe, Stenographer in office of Master Mechanic Bell for a week, while Miss Bledsoe was enjoying the "sights" in New York.

G. E. Leach, Clerk in office of Master Mechanic, spent New Year's with his Brother Claud in Parsons, Kan.

J. C. Alfred, Pensioned Carpenter, has returned home in Behams, Va., after visiting his son in Mattoon and relatives at Neoga.

A. Paxton, Electrician at Mattoon, and H. Shoemaker, Machinist at Mattoon, are contemplating a trip to Brownsville, Tex.

Geo. Brunson, Accountant in office of Division Storekeeper at Mattoon, is in Chicago on company business—George is sure planning on a "Wild" trip.

The Clerks at Shops want to know if the "Courtsey" *Tribune* Reporter is in the vicinity of Mattoon as one of the Clerks had occasion to call Night Ticket Agent of the Illinois Central and wishes to say that he never received any more courteous treatment from a Ticket Agent in all his travels. Keep it up, Mr. Ticket Agent, as we all appreciate it.

H. Brown, Machinist at Mattoon Shops, visited his brother in Rock Island, Ill.

The final shipment of the 23 piece band has been received. The instruments are of the E. C. Conn make and very attractive. The band is composed of Employees of the Illinois Central R. R. The first meeting since the arrival of the instruments occurred Jan. 28, 1921. The boys expect to keep their friends company for blocks around as there will be quite a "bit" of practice outside the regular band rehearsal. Leave it to the "IC" boys for the music from here on in.

Indianapolis Shop

On January 18th, Division Officers H. J. Roth, J. A. Bell, E. N. Vane, and Wm. Ward visited the shop and addressed the employes on the subject—"The Railroad's Condition"—suggesting ways that employes could assist in bettering these conditions. Employes generally are waking up to the situation and entering into the spirit of conservation and increased efficiency, with enthusiasm.

H. T. Loughery seems to have solved the problem of avoiding automobile accidents—is it the dry weather or carefulness obtained through many safety first campaigns, H. T.?

Lest we forget? the income tax law is still on the statute books?—Attention Mr. H. B. Carnahan!

M. B. Hail and wife are spending the winter in California.

Thomas Meyer has been influential in putting Sumner, Ind., on the map. She must be some sweet lady to trap you, Tom.

Indianapolis Shop

Wm. G. Shelton, "Crack Gunner" of Uncle Sam's navy is keeping in practice since his discharge on the pool table.

The following members for the Indianapolis Shop 1921 Safety Committee have been announced—Wm. Gabbert, Frank Paul, Robert Oliver, C. V. Dorris, Barney Kreke and H. B. Carnahan. This Committee is planning to make 1921 a record year for Safety. They promise to take good care of all Employes and the Employes are ready to co-operate.

Palestine Shop

We have Geo. Lidster with us as Stock Keeper—vice Jno. Koch, transferred.

Chas. Morrison, Boiler Maker Helper, surprised us when he returned from his Xmas vacation by bringing with him a wife, formerly Miss Clela Williams of Mattoon, Ill. Congratulations and Best Wishes!

Palestine Basket Ball team has accepted the challenge of the Evansville team published in the last issue of Illinois Central Magazine and will go in for the title Jan. 29th at Evansville. "Best Luck to Palestine."

Engineer C. S. Clayton was given a surprise when he came off his run Jan. 25th by finding several of his friends at his home with a feast spread, which was in honor of

his birthday. After refreshments, entertainment was furnished by Messrs. Brown-ing, Bratton, Boling, Foot and Walcott. Mr. Clayton is still praising Mrs. Bratton's cake. Be careful, Mr. Clayton, as you know the way to a man's heart.

Agent's Office, Indianapolis, Ind.

Miss Schmoll will leave this week for Texas—having taken thirty day' leave of absence account of ill health. Best Wishes for a speedy recovery, Lena.

H. C. Noel, of Bloomfield, has come to this office to take the position as Bank Messenger until business returns to normal conditions. (He says there are many attractions in Indianapolis.)

Misses I. Pollock and M. Clifford were the week end guests of Miss Geneva Robbins, a former employe of the Local Office, at her home at Greensburg, Ind.

Hugh Baird has accepted a position as Clerk in the commercial Agent's Office at Indianapolis.

Miss Eleanor Stuckwich entertained the girls of the Local Office with a Christmas Party at her home.

Mrs. Wm. Ward surprised the Noon-Lunchers with a big basket of home-made doughnuts one day last week and they sure were some doughnuts! How about it, Rinehart?

John Griffin, warehouse employe, who has been in the hospital for the last two months, is able to be out. We are glad to see him looking so good.

Madison, Ind., must be an interesting place—at least L. Mock thinks so.

Agent's Office—Bloomington, Indiana.

Agent C. R. Pleasants spent the day in Indianapolis, Indiana, January 17th. He went especially to attend a hearing before the Public Service Commission.

Mr. B. W. Fredenburg, Commercial Agent, Indianapolis, Indiana, paid us a visit on January 19th. Come again! You're always welcome.

Mr. F. H. Law, Assistant General Freight Agent, Chicago, Ill., visited our city January 24th.

Agent and Mrs. C. R. Pleasants were in Indianapolis yesterday to attend the celebration of Trainmaster E. N. Vane's 27th birthday. They had a jolly good time and wish him many more happy birthdays.

Solicitation on the part of Illinois Central employes here seems to have slumped and real live competition has arisen between our line and the C. I. & L. Railroad evidenced by the fact that Miss "Peg" Lanum, our efficient claim clerk, has been seen several times of late in company with a well-known Monon engineer. Such traffic is dangerous as well as detrimental and we feel that some kind of administration should be enacted prohibiting such performances.

Trainmaster E. N. Vance, Palestine, Ill.,

visited our city January 7th and made arrangements to cut off our yard engine on Saturday of each week on account of dull business. However, Showers Brothers Company now have all the plants of their large furniture factory in operation with their full force and it is necessary to have yard engine work full time, six days per week.

Mr. Charles H. St. Clair, our efficient rate clerk, recently attended the funeral of his father-in-law who was an old-time resident here.

Mr. Warren Eller, bill clerk in our local freight office, spent the week-end of January 1st and 2nd in Indianapolis, Ind.

Mr. Denzill Languell, bill clerk, has just returned to the office after a week's vacation.

Mr. Clayton Languell, yard clerk, has been laid off and Robert Eller, bill clerk in our local freight office, is working in his place.

Miss Eugenie Pleasants, daughter of Agent C. R. Pleasants, after spending the holidays with home folks, has returned to Greensburg, Penna., where she is attending school at Seton Hill College. She was accompanied as far as Indianapolis by Mrs. Pleasants.

Mr. A. B. Peterson, Cashier, spent the week-end in Indianapolis.

The Manibill

Why is the manibill? Primarily, it is to save time. True, it causes the billing station a little extra inserting and withdrawing of carbon paper which really is the only bad feature of the little combination waybill, expense bill and record of freight received. This is not a very bad fault, so long as only one operation is required, but when the bill clerk waybills a shipment on the manibill and forgets to place the total collect and war tax items thereon, then it becomes a nuisance. Nothing can be more aggravating to the receiving office than to be compelled to replace carbons in a quarter of a hundred bills every day and write in the total collect and figure and add the war tax.

It causes a little feeling of being "gyped" to work all your outbound manibills up in good shape and then get your inbound bills about half done. Just a second's time while the bill is still in the machine would save probably a minute or two in some other office. It is all Illinois Central time, so why not be careful with it.

IOWA DIVISION

Mr. P. E. O'Connell, Supervisor, and wife have returned home after a visit in the south. They spent several days at Memphis and New Orleans and we understand that "Pat" made a side trip to Havana, Cuba, presum-

ably to take in the "Races," but this we doubt.

J. Rabe, Section Foreman, and family spent the Christmas holidays at Manson, Iowa.

H. Huffstutter, Supervisor, has returned from Elmo, Mo., he being called there on account of the serious illness of his father.

L. L. Sanford, Clerk, is the proud father of a baby girl, born January 2nd.

Miss Agnes Mahoney, B. 2 B. Supervisor's clerk, attended a dance at Barnum, Iowa, one night last week.

Miss Ruth Nelson, Stenographer, has returned from a visit with friends in Lehigh.

Miss Anna Donahue, clerk to Supervisor Cherokee, was an over Sunday visitor in Fort Dodge, January 23rd.

WISCONSIN DIVISION

Dr. P. M. Burke waged a lively war against appendicitis during the last two months and rid Vince Fitzgerald, W. F. Confrey and W. McDermott of the dreaded non-essential anatomical members in short order. All operations were very successful as customary with Doctor Burke's and the boys are all back on the job with more pep than ever.

Jack Gilligan, formerly of this office, but now with the Rock Island Car Accountant in Chicago, was in to see us the other day. Jack says he likes the windy city very much but wishes he stayed railroading.

The following firms at this station, in appreciation of the services rendered by the local force during 1920, very handsomely remembered the local employees of the freight office and warehouse Christmas Day. La Salle Cement Co., Lehigh Cement Co., Harris Levine, Western Clock Co. (home of Big Ben), Tobler Bros., Marquette Cement Co., Alpha Cement Co., Smith Adams Co., L. V. Orsinger.

A "Nash" touring car caught fire near the passenger station a short time ago and what threatened to be a disastrous fire was checked by some speedy work on the part of Night Baggage man Gerhards with the assistance of a fire extinguisher which is kept in the baggage room. This goes to show that the baggage man keep their fire protection available and in good working order at all times.

Supervisor's clerk, V. J. Myler, underwent a slight operation at St. Mary's hospital the other day and is again rounding into first class shape.

Station Inspector W. B. Seivers of the S. S. T. office in Chicago was with us for a few hours recently.

Earl J. Grace, accountant, has been appointed chief clerk to Trainmasters Flanagan and Rought.

The Misses Joan Peck, of the freight office

and Frances Lavell of the superintendent's office, spent Saturday in Chicago to see a show.

Mr. T. C. George, inspector, Bureau of Explosives, Milwaukee, addressed the freight house employed of the C., M. & St. P., C. & N. W. and the I. C., January 20th at the Illinois Central Freight House. All employees were cautioned to be very careful in the handling of inflammable and explosive material. Among those present were: J. F. Riordan, Supervising Agent I. C.; J. J. Reilly, Agent I. C.; M. H. Peck, Chief Clerk to Agent I. C.; J. J. Sweeney, Agent C., M. & St. P.; R. E. Beauvais, Chief Clerk, C., M. & St. P.; Al Smith, Chief Clerk, C. & N. W.; J. J. Cunningham, I. C. Warehouse Foreman; Roy Fisher, C. & N. W. Warehouse Foreman; A. Hale, C., M. & St. P. Warehouse Foreman.

Frequently heard in the Freight Office:

"Have you sent in the '722's' yet?"

"How soon is the transfer coming in? Is it coming in early?"

"Look up this record for me, the sooner the quicker."

Freeport Freight Office is the proud possessor of two wonderful whistlers. Sitting opposite each other they have lots of practice and have learned to harmonize beautifully. They are well versed in their art, and entertain the other members of the force from 8 a. m. until 5 p. m. whistling anything from "How Dry I Am" to "Margie." They are so liberal with their music that a new record is often requested.

The cashier has purchased a new Ford coupe, and has promised to take the entire force for a ride. Has everyone sufficient insurance?

Train 172, engine 1587, of January 13th, broke off super heat unit at Minonk, Ill. Engineer J. Ottenyheime, Fireman F. E. Kessell handled train into Amboy.

The Dixon Chamber of Commerce has recently inaugurated a movement of a "Better Dixon" and the wheels of progress are now

rolling at full speed. The coming summer will see a vast improvement, and Dixon will be made a better place in which to live. "It's the best now."

The Illinois Central Rock River steel bridge is now completed, and all traffic is being moved over the new bridge. The old bridge is now being dismantled.

The latest addition to Dixon's industries is the L. G. Grampp Produce Company, shippers of dressed poultry in car load lots only. This concern opened for business on September 1st, and the Illinois Central has the honor of handling the entire output of their products up to the present date, which averages two cars per week.

Dixon's record of foreign empty cars delivered to connecting line for the first sixteen days of January show 246 cars delivered empty including 9 foreign cars of merchandise made empty and returned to connecting line.

On July 23, 1920, it was necessary to place two switch engines in service at Dixon account heavy yard work, and the handling of material for Rock River bridge construction. Extra engine was taken out of service December 22. Engines 113 and 131 were used during this period, in charge of M. J. Reilly.

A bouncing baby boy was born to Mr. and Mrs. J. R. Reynolds on January 14. He will be brought up fully qualified to handle the O. S. & D. desk in the absence of Father Jim. Congratulations of the entire force is extended Mr. and Mrs. Reynolds.

The Kiwanis Club gave an entertainment at the club rooms January 18, at which Chief Clerk P. L. Reilly rendered a few vocal selections. Other members of the office force regret their inability to attend.

Not an accident at Dixon during "No Accident" drive December 15 to 31 and none yet. We are still on the drive, all get in.

The employees of the Rockford Freight Station are highly elated over the standing of the station in the analysis of exception re-



ports for the month of November, compiled by Mr. C. G. Richmond, Superintendent of Stations and Transfers. In this analysis Rockford was shown as having handled 68 tons of freight per error and of having but six damage reports and no pilferage exceptions whatever. Such a record speaks very highly for the personnel and efficiency of the working force and shows the effect of loyalty and co-operation such as exists among all employees at this station.

The General Superintendent recently made a trip over Wisconsin Division accompanied by division officials.

Miss Frances Farnum of the Accounting Department, spent New Years in Rockford.

Mrs. Catherine Rodemeier visited at Beloit New Year's day.

Mr. J. F. Riordan, supervising agent, spent some time at Rockford recently. Mr. Riordan is a genial all around good fellow and his visits to Rockford are always welcomed by the station force.

Mr. H. R. Aufdenspring, assistant agent, held a meeting of the warehouse employees and of the billing department not long since at which time the subject of claim prevention, proper loading and billing, the prevention of overs, shorts and bad orders were discussed in detail. Mr. Aufdenspring explained the claim evil in an able manner and with the result that every person present was startled by the figures produced and left the meeting fully determined to wipe out claims and their cause. Mr. Aufdenspring believes in get-together meetings and is obtaining results therefrom.

Harold Shores has been granted a leave of absence and is visiting relatives at Omaha, Neb.

It is understood that Stowman Fred Stern is contemplating a trip to New York in the near future and they do say that Fred is pricing furniture and looking at houses. Anyhow, it looks suspicious.

The force at the Rockford ticket office are wishing that their pay schedule per minute were equal to the telephone toll charge from Chicago to Rockford. Four hundred and seventy-five cents is what was paid for a toll message over there the other day. "How Come?"

The warehouse force have formed a "Load Right" club with the end in view of reducing claims to a minimum. Bulletins suggesting the proper method of loading and handling freight are posted in the lower check office and full reports showing results of loading are furnished all concerned.

Rockford station went over the top in the "No Accident Drive" from December 15 to December 31 with not one accident. Every day is a NO ACCIDENT DAY HERE.

Paul Yuccas, warehouse man, is visiting with his parents at Depue, Ill.

The following replies received from patrons

who were solicited by postal card by Illinois Central employees:

January 10th, 1921.

Mr. J. E. Connors,
1428 Elm Street,
Rockford, Ill.

Dear Sir: I received your postal card the other day and it pleased me very much to see the interest which you personally take in the company for whom you are working. While we have many customers with every railroad at the same time we shall in 1921 see that you get a large share of our business, because if there is anyone thing that I enjoy seeing a man do it is to see him take an interest in the people for whom he is working.

Respectfully yours,

Union Dairy,
per L. Fred Miller.

IT PAYS TO ADVERTISE.

January 11th, 1921.

J. E. Connor,
Rockford, Ill.

Friend: Your postal to hand and request granted. Will have merchandise come over I. C.

Now we sell clothing, and as I am interested in your good appearance, would recommend Tom Kelly's good "Klothes."

Tom.

A GOOD POLICY, PAY CASH AND
TRADE WITH THEM ALL.

SOLICITING BUSINESS

Conductor Lichtenberger Secures Revenue For His Company

Passenger Conductor B. Lichtenberger advises that on December 31, passenger boarded train No. 119, at El Paso without a ticket. When conductor collected his fare, passenger made inquiry as to what time he could get out of Bloomington on the C. & A. for St. Louis. Conductor then inquired if he was going to St. Louis, and informed him the shortest route to St. Louis was via Clinton over the Illinois Central. He paid cash fare to Clinton, and purchased ticket at Clinton for St. Louis, which amounted to \$8.92.

Conductor Lichtenberger also advises that under date of January 7, passenger boarded train No. 120 at Ramsey with ticket for La Salle. Passenger informed him that he was going to Emmetsburg, Iowa, which was on the C., R. I. & P. Conductor then looked up information for him, and found that this station was just north of Iowa Falls, and persuaded him to purchase ticket at La Salle for Iowa Falls via the Illinois Central, taking the Rock Island at Iowa Falls. This amounted to \$11.70.

MINNESOTA DIVISION Superintendent's Office

We all wish to extend our sympathy to

Yard Master H. A. Clancy in his recent bereavement, the death of his mother, which occurred January 27th.

Mr. Irl Stevens, schedule inspector, has returned to Chicago after spending several days on this Division. We hope to see him soon again as we miss his smiling countenance.

Mr. J. W. Lewis, who has been relieving Mr. Jump while he was on leave of absence, has left this Division and gone to Arkansas. We miss Mr. Lewis and wish him success in his new undertaking.

We are all glad to see Mr. Harrington and Mr. Wheelan back on their usual runs again after having been away on account of illness.

Anyone wishing to participate in a real game of checkers with our Champion Player, Mr. T. M. Joyce, will kindly make arrangements with his advance agent Bert Rice.

Cedar Rapids Division

Yard Foreman Hutton is taking a much needed rest at the request of his physician. We hope it will not last long. Mr. J. B. Scriven is relieving him temporarily.

Mr. Andy Nelson, cashier, is visiting a few days with relatives in Council Bluffs and Omaha.

Cedar Rapids freight office has been treated to a much needed coat of paint and a general cleaning. The change is so great that we hardly feel at home yet.

Mr. Earl Miller will spend the week-end with his parents in Vinton, Iowa.

A new daughter named Lois Elaine came to brighten the home of E. Harris, billing clerk at this station, on January 7.

Miss Mildred George, stenographer, entertained the I. C. girls at a six o'clock dinner at her home on January 11. Covers were laid for six and red roses were used as decorations and favors. The dinner was delicious, although Mildred was denied the pleasure of preparing it herself. The evening was spent with music and dancing.

Mr. E. H. Bleedner served two days this week as witness on a case in court at Marion.

Waterloo Terminal.

We understand since the appointment of "Cracker Smith" as claim agent at Waterloo that he has a reputation as a (bowler). We are wondering what he means during the "draught"?

We are sure that Perry Olds, supervisor's clerk at Waterloo, is well known on the Division and needs no introduction, especially in Dubuque looking for a sandwich and coffee.

We are glad to have "Dad Wood," night yard master, back among us again at Waterloo, after a two weeks' forced vacation. We are wondering why he took the vacation at this time of the year.

Mr. H. G. Brown and Yard Master H. O.

Dahl were called to Dubuque to attend Division Safety Committee meeting yesterday, which, we understand, was very successful, it being the first meeting of the year.

Dubuque Yard Office

Bud Maginnis, chief clerk to J. Welch, has recovered from a severe cold contracted New Year's eve.

Conductor Thomas Graham made a flying trip to Waterloo recently.

Brakeman Roy Bradford visited with his uncle, Pat Fury, during the week.

Conductor H. Smith is visiting relatives in the east.

Clem Lyons, yard checker, says if he only had J. Donahue's Ford he wouldn't mind walking so much.

Dubuque Freight

Miss Ethel Lassance, bill clerk, has had rubber heels put on all of her shoes recently. She says it is to keep from slipping, but we think it is because she makes so much noise around the office in ordinary leather heels.

Mr. Vernon Allison, formerly employed at Dubuque freight office, enjoyed a visit with his parents, Mr. and Mrs. J. E. Allison, over Sunday. He is now holding a splendid position with the C. B. & Q. in Chicago.

Mrs. Nigg never fails to wave when 16 goes by. She says she is waving at her husband, so, of course, we couldn't accuse her of flirting.

We were just wondering why it takes our telephone operator so long to give a record to the Burlington freight office.

Bad Order Olsen checked the Dubuque freight office a few weeks ago, but he couldn't get a thing on Grace Phillips.

Mr. J. E. Allison, agent at Dubuque, recently made \$277.73 for the Illinois Central when he located a lost package at Argyle, Wis. He acted on one of those famous hunches of his, and it is to be hoped that they all turn out as well in the future.

Mr. Allison has applied for a patent on a wonderful rat trap, and has the government employes at Washington working day and night on it. He made it out of a barrel, a stove damper and a piece of cheese. The freight house boasts of the above mentioned trap, two cats and six cans of rat poison, so any vermin thinking of taking up their residence in this building had better consider this a warning and stay away.

Miss Robert Broell, clerk in the freight office, is enjoying an extended visit in Omaha.

Waterloo Freight Office.

Tom Vincent, O. S. and D. clerk, spent a few days at his home in Galena.

The railway clerks of Waterloo gave a

big benefit dance at the Forum the 28th and netted a very neat sum for the Salvation Army to help the poor of this city.

T. J. Roemer spent a few days in Chi. Yellow taxicabs are attractive, but we have them in Waterloo now, so undoubtedly his trips to Chicago will become less frequent.

Misses Isabelle Carroll and Gertrude Schmidt were in Dubuque Sunday. Miss Isabelle did not feel quite so independent on her return, having lost the key to the Carroll door. It is such a feeling of independence, you know, to carry one's own key.

John Williams, claim clerk, is spending a few days with his parents in Ryan.

KENTUCKY DIVISION

Chief Dispatcher J. W. Taylor, who has been in Arizona for some time on account of his health, has now returned and assumed his duties at Princeton. Mr. J. H. Eaker, who was acting chief dispatcher during the absence of Mr. Taylor, has returned to his former position of assistant chief dispatcher, and Mr. L. K. Butler, who was acting assistant chief dispatcher, has returned to his former position of second trick dispatcher on the Paducah District.

Mr. "Bailey" Crawford, extra dispatcher, started the New Year by turning over a "new leaf" and taking unto himself a wife in the person of Miss Ruby Claxton of Central City. Miss Claxton is a very beautiful young lady and was very popular among the younger set. After a short honeymoon they will make their home at Princeton.

Mr. L. K. Butler and Mrs. Butler are enjoying a short vacation at Havana, Cuba. On their way home they will visit several Florida Winter resorts.

Mr. R. D. Miller, Chief Accountant, and Mrs. Miller are vacationing in Florida.

Miss Sudie Cash, Trainmaster's Clerk, was the "belle" of the Elks Charity Ball at Princeton, December 29th. Those present state that Miss Sudie sure is some exponent of the modern Terpsichorean art.

We are very sorry to report the death of Mr. J. J. Buckley, Paducah District Engineer, who died at Paducah Hospital last month and was buried at Paducah. We extend our deepest sympathy to his bereaved family.

Mr. L. E. Richmond is the new Freight Agent at Central City, succeeding Mr. A. J. Mason, who died recently.

Several members of the Princeton office are going to Paducah the night of the 27th to see Guy Bates Post in "The Masquerader."

We are very sorry to report the death of Mr. Frank Doss, Evansville District Engineer, who died at Paducah Hospital January 23rd, and who was buried at Marion, January 25th. Mr. Doss was Fireman for several years on passenger runs 301 and 332 with Engineer Drennon. We extend our very

deepest sympathy to his bereaved family.

Roadmaster J. E. Rogan of the New Orleans Terminal, stopped off on the Kentucky Division on December 28th, on his way to attend the Expense meeting at Chicago. Mr. Rogan, together with District Engineer Crugar and Roadmaster Glynn, inspected the new gravel pit at Gravel Switch and afterwards was the guest of Roadmaster Glynn at an informal luncheon which was served at Gilbertsville. John is still talking about those Kentucky biscuits.

Mr. W. L. Tarbet, Land and Tax Commissioner, was on the Kentucky Division January 18th. Mr. Tarbet made an inspection of the Evansville District from Evansville to Hopkinsville and was accompanied on his trip by Roadmaster Glynn, Asst. Engineer Carney and Supervisor Dearing.

Chainman H. D. Brannon visited relatives in Memphis during the holidays.

Rodman Wm. Rice and Chainman Mark Price were in Princeton December 28th.

John Kavanaugh, Supervisor's Clerk at Louisville, is off on account of illness. During his absence his place is being filled temporarily by Hugh Hunsaker.

Leslie Vick, Waterworks Helper, was operated on at Paducah Hospital, January 7th, and is getting along very nicely.

Neal Sisk, Supervisor's Clerk at Princeton, attended a big "blowout" and banquet at Earlington, January 19th.

Roadmaster Glynn and Asst. Engineer Carney made inspection of Central City yards, January 19th.

Mr. C. H. Pierce, Section Foreman, has returned to his home at Fordsville after spending a few days with his brother in Pittsburgh.

Mr. S. A. Wilson is now section forman at Rockport, succeeding Mr. Ray Hines, who has been transferred.

Yardmaster Mitchell of Central City visited relatives in Louisville, Sunday, January 23rd.

Evansville District

Extra Gange No. 7, C. K. Tate, Foreman, has been transferred from Paducah District to Evansville District as Extra No. 2, and is engaged in construction of track for Mr. S. C. Lofton at Diamond, Ky.

Mr. Charles Perkins, Henshaw, who has been confined to the hospital at Paducah for some time, on account of an attack of appendicitis, has recovered sufficiently to return home, and is doing nicely.

Mr. W. E. Slaton, Henshaw, has returned from the Paducah Hospital, and is fast improving.

Mr. and Mrs. Bryant Shelton of Waverly, Ky., are the very proud parents of twins, boy and girl. Mother and babies are doing nicely.

Mr. John Swatzel and daughter, Henshaw, Ky., have gone to Uniontown for a few days' visit.

Miss Marion Waggner, Clerk in the Bridge and Building Department, graciously

entertained the Clerks in the Princeton office at her lovely home, January 24th. We were pleasantly anticipating this delightful event for several days, and when Monday evening came we could hardly wait until the clock said, "Eight." Miss Waggener could have decided on no more entrancing entertainment for her eager guests than to be favored with her wonderful musical talents. Music, therefore, filled the air until Miss Gladys, charming sister of our hostess, invited us into the dining room, where we were told that each of us had some task to perform in the preparation of our supper. After much stirring and egg-beating, we finally concocted the most delicious Welsh rarebit, which, together with sandwiches, salad, wafers and coffee, served to appease the always present hunger of Railway Clerks. When we were at last able to leave the "eats," we naturally gravitated back to Marion's Stienway, and sang ourselves hoarse, not to mention the Pavlowa stunts indulged in by two of the gifted ones. Those who were the fortunate ones to partake of Marion's hospital-ity were: Miss Sudie Cash, Trainmaster's Clerk; Miss Mable Hoover, telephone operator; Lucy Howard, Clerk, Track Supervisor's office, Evansville District; Messrs. Littleton and Leonard Groom, the twins, Clerks in Chief Dispatcher's office, and Mr. Neal Sisk, Clerk, Track Supervisor's office, Paducah District.

B. & B. Department

Mr. William Taake, the genial *Republican*, and Scale Inspector of Centralia, Ill., was in Princeton the 24th.

A letter from former B. & B. Foreman J. K. Earle, now of Evansville, Ind., states he is getting along fine and in better health than for years. Mr. Earle reached the age of seventy in early 1920 and was retired on pension.

Inspector Howerton and Supervisor B. & B. Waggener are making the bi-annual Division Bridge Inspection.

Mr. J. W. Heybach, of Leitchfield, formerly Foreman in charge of Concrete Gang, has been appointed Foreman of B. & B. No. 1, with headquarters at Louisville, vice Mr. J. W. Booher, transferred to position as Watchman at 14th and Hill Street Crossing, Louisville.

Mr. F. G. Morgan, of Dawson Springs, has been appointed Foreman in charge of Concrete Gang on the Division.

Foreman J. H. Morgan and wife, of Princeton spent the week end with relatives and friends at Blackford.

B. & B. Foreman R. Carr and son, R. C. Jr., will leave shortly for a visit with his brother at Kissimmee, Fla.

Word from Mr. Carl Dycus, who is in a sanatorium at Asheville, N. C., states he is improving rapidly, and able to leave his room. Mr. Dycus was formerly Watchman on the Pile Driver, and is the son of Bridge

Foreman G. W. Dycus. He left in November for Asheville, and will remain until spring.

Mrs. G. W. Dycus left Grand Rivers the 25th to join her son at Asheville for several weeks' visit.

Mr. Lawson Davis, Pile Driver Engineer, of Calvert, and Miss Alta Faith, were recently married at the home of the bride at Calvert. After a short honeymoon they will go to housekeeping in their new home at Calvert.

PASSENGER TRAFFIC DEPARTMENT.

Louisville, Ky.

"A little fun now and then
Is relished by the best of Railroad Men."

The Louisville Passenger Traffic Bowling League held its annual banquet at the Hotel Henry Watterson, Saturday, December 18th. R. D. Pusey, General Passenger Agent L. & N., acted as toastmaster while the guests of honor were W. A. Russell, P. T. M., L. & N., R. H. Fowler, D. P. A., I. C. R. R.; R. E. Parsons, D. P. A., C. & O. Ry.; E. H. Womack, G. P. A., L. H. & St. L.; C. H. Hagerty, D. P. A., Penna. Lines, and W. J. McBride, C. P. A., Illinois Central. The league has been in existence several years, and was started with the idea of getting the local passenger men and ticket agents at various city and depot offices thoroughly acquainted with each other, at the same time providing healthy amusement in the shape of bowling. The league has a membership of 42, and the various teams are named after well known passenger trains, viz: Panama Limited, Royal Blue, Royal Palm, Southland, F. F. V. and Texas. The officers of the organization are President Mr. Pusey, Secretary C. J. Lieber, Assistant General Passenger Agent L. & N., while the duties of treasurer are looked after by R. A. Hill, Chief Clerk to Division Passenger Agent Fowler. "The Live Wire," the official paper of the organization, is edited monthly by Messrs. Lieber and Hill. Occasionally, trips are made by the league to Indianapolis, St. Louis and Chicago, where contests are indulged in with the passenger representatives of various railroad lines who wish to match their bowling ability with that of the Louisville contingent. Visiting railroad passenger men are always welcome on Friday evenings at the club's quarters, 225 South Fourth Avenue.

A gentleman wishing to get in touch with Richard A. Hill, Chief Clerk to Division Passenger Agent Fowler, Louisville, called at the Information Bureau at Central Station during Christmas week, and asked the clerk, "Where can I find Rich Hill?" The clerk, from experience, know-

ing there are two railroad stations by the name of Rich Hill, asked part- "in which state," whereupon the applicant replied, "I don't know in what 'state' he is in now, but he is Chief Clerk to Division Passenger Agent Fowler. The Information Clerk realized the laugh was on him and directed party to Room 202.

TENNESSEE DIVISION Mechanical Department

We are glad to report that we have back with us our general foreman, Mr. Huddleston, who has been off sick for several days with the "Flu."????? Oh, yes, they furnish you one if you have the "Flu," but no bad colds get one.

Mr. Fowler, night foreman, who has been off several weeks on account of undergoing an operation in the hospital, is able to be back on the job again. Looked for a little while like we might have a new night foreman, but Mr. Fowler says you cannot keep a good man down. At any rate we are glad to have him back with us.

Storekeeper J. C. Blackwell spent several days last week in Birmingham on company business.

Chief Clerk V. J. Voegeli and Chief Accountant H. O. Voegeli spent an afternoon hunting near Jackson, which no doubt, accounts for the scarcity of game of any kind in this vicinity since that date.

Mr. Earl House, foreman of the blacksmith shop, spent his vacation visiting relatives in Florida. Earl reports a fine trip.

During the months of November and December, the Jackson shop was called on to respond to two great drives, that were being put on by the city of Jackson. On November 11th the Red Cross roll call was answered by 257 employes of the shop, which was greatly appreciated by the local chapter of the Red Cross. And on December 6th, we were again called on to contribute to the Volunteers of America campaign to help build a tuberculosis hospital and to help swell the fund to provide Christmas charity for the poor of Madison County. To this the shop men gave \$310 and the transportation, \$50, making a total of \$360, which was the largest sum collected by any one committee in the campaign, of which there were twenty-nine covering the entire city. The men feel justly proud that the I. C. shops lead in everything they undertake.

Mr. John Miles, storekeeper, Fulton, spent two days in St. Louis. He says every one seemed in a hurry.

There is a great rivalry among the call boys. One of them took second prize at the skating rink and the others are trying to catch up with him.

We are glad to report that our general foreman, Mr. B. E. Albert, is getting along

nicely after undergoing an operation in the I. C. Hospital at Paducah.

Mr. Robert White, machinist apprentice, has been making several trips to Paducah lately. We are wondering who the fair lady is.

During the past year the association of the men and the officials of Jackson shop has been one of pleasure and contentment, there being no "dissatisfied ones" here and 1921 is welcomed with the same good fellowship existing.

During the year 1920, the force at Dyersburg applied 3,135 journal brasses and inspected 477,048 journals. Only 9 cars set out account hot boxes, originating that point during entire year.

Transportation Department

Switchmen Claud Linton and J. P. Callahan attended court in Canton, Miss., recently.

Paul Tuberville, yard clerk, spent the holidays with relatives in Okolona, Miss.

L. M. Robertson has returned to work after a few weeks' absence.

The C., M. & G. Railroad is to be complimented for its clear record for the past year 1920, account not having had a single train accident.

Miss Jimmie Pritchard, stenographer Dyersburg, visited Miss Lois Covington, of Fulton, Sunday, January 16th.

Messrs. Roy Pickering and Gid Willingham, clerks superintendent's office, Fulton, are in Paducah Hospital at present writing.

Engineer J. B. Williams and wife of Jackson, spent several days visiting relatives in Moberly, Mo.

Conductor J. B. Hicks has been on the sick list for the past week.

Engineer H. S. Townes has gone to Columbus, Ga., to join Mrs. Townes who is spending the winter at that point.

Chief accountant, W. P. McAdams, and accountant, R. E. Pickering, attended the accountants' meeting in Memphis the 26th.

Conductor R. B. Kennedy was called to Martin, Tenn., last week, account death of his mother. We extend to Mr. Kennedy our heartfelt sympathy in the time of his bereavement.

Mr. E. L. Yonts, traveling auditor, visited in Dyersburg, December 29th.

Messrs. J. W. Shepherd and F. P. White held fuel conservation meeting at Dyersburg January 11th; the meeting was a very successful one.

Mr. W. H. Beadles, yard clerk, New Yard Fulton, has returned to work after two weeks' illness.

Mr. W. N. Waggoner, agent, Dyersburg, has been commended by the superintendent for a decrease of 47 loss and damage claims, Dyersburg for period July to December, compared with same period last year, the claims amounting to \$2,300.67.

Misses Helena Workman and Vernita Tribble spent a day with friends in Paducah.

Mr. A. G. Terry, traveling storage inspector of Mr. Tinling's office, spent the day in Dyersburg, January 19th.

Messrs. C. R. Young, superintendent, A. N. Robinson, supervising agent, W. T. Mays, chief dispatcher, and H. W. Williams, trainmaster, spent Jan. 12th at Dyersburg.

A very interesting loss and damage meeting was held in the superintendent's office by Mr. A. N. Robinson, supervising agent, January 21st. Agents from larger stations attending.

Superintendent C. R. Young is ill at his home on Carr Street.

Mr. A. A. Williams, traveling passenger agent, Memphis, Tenn., spent Thursday, the 27th, in Fulton.

Mr. H. O. Cole has been attending court Fulton this week.

We are glad to have Switchman C. L. Maddox back in our midst, after a lengthy stay at the hospital, result broken ankle.

"Transfer in Birmingham Agency."

The news of the resignation of Mr. J. L. Campbell, agent, Birmingham, Ala., was received with a feeling of deep regret among the employes at this station. Mr. Campbell's close association with this organization bore a feeling as that of a fellow worker more than an agent, as he was always ready to come to the assistance and do anything in his power that would promote better fellowship among those who came under his immediate jurisdiction.

Those in Mr. Campbell's employe could only consider his position as filled by a man of high ability, broad thinking, and ever ready to help correct any wrong and replace the action with an understanding that each and every wrong can be made right if the proper course is taken.

The above and many others are the reasons for Mr. Campbell's resignation being accepted by the employes of this agency with the feeling close to that as a loss of a friend instead of an employer.

But in our deepest feeling of regret, his position was filled by a man who was immediate in his display that he meant to invite the close relation towards him that was Mr. Campbell's during his time of agent, and this organization has accepted Mr. Ben Herring's attitude with the delightful anticipation that in future time he will hold the same feeling toward his employes as our former agent, Mr. Campbell.

We have learned in the short time that Mr. Herring has been active as agent of the Birmingham station, that he not only feels appreciative toward our efforts, but is bold in his praise of the correct dispense of our assigned duties. We, therefore, take advantage of this opportunity to invite the sys-

tem to recognize the "Clubby" feeling of good fellowship and immediate co-operation that reigns in the Birmingham agency.

Following from Chief Clerk B. F. Evans was addressed to all clerks, superintendent's office, Fulton, Ky.:

"I found the attached two carbons on walk in front of office today. Could you make a copy with these carbons? If they were yours would you use them again, or buy some more? Carbon sheets cost the railroad considerable money each month. Did you read Mr. Markham's letter concerning economies which are necessary to enable the railroad to continue present high wages? I know you did read it, and since you read it, stop, think and act before you waste the railroad's stationery. Use both sides of the scratch sheet you figure on before you throw it away. Use your pencil until it stings your thumb before you throw it away.

You can save money for the railroad the same as the fellow on the outside. Let's get the habit and not wait until we are forced to do it."

General Agent's Office, Birmingham, Ala.

Mr. E. M. Mohler, our new superintendent of terminals is a frequent visitor and through his earnest efforts and co-operation, we are going to be able to increase our business.

N. B. Camp, TFA Jacksonville, Fla., spent a day with us. He reports business fairly good in Florida.

C. W. Hall, car agent, says empty box cars slacking up somewhat. The yardmasters are wondering if all the foreign cars in the world have finally reached home or if they are being loaded. Mr. Hall says business is getting better.

We are glad to see our old friend O. F. Redd back in harness with the Illinois Central. He was appointed city freight agent Jan. 1st, succeeding L. W. Collier.

Business must have been very good with S. L. Nunnally TFA, last week in South Alabama—he brought in a large sack of peanuts.

LOUISIANA DIVISION

Greetings of the Season, though rather late, are extended you from the members of the Superintendent's office.

Our Resolution for the year 1921 is to help to make it the best year in the history of the Illinois Central Railroad. Will you help us?

Thirty-seven of our members have each purchased a share of stock and, during the coming month, we hope to double that number, or in other words, make it 100%. What are you doing?

Several letters have been received from the Officials as regards the saving of material. We have decided that, if each of us are stockholders, more interest will be taken in the SAVING CAMPAIGN. What do you think?

Traveling Auditor Bell spent several weeks with us lately. Mr. I. H. Stevens, Schedule Inspector, was also one of our visitors recently. Scott McAfee does not forget us either.

Into the office much excited
On night of December twenty-third,
Came our Roadmaster Jack Desmond
With the greatest of news unheard.

Not to all did he impart
But to each and every one
The news of William Frederick
An eight-pound little son.

Division congratulations are extended
To the parents of this boy,
With the heartiest of wishes
That to them will he bring much joy.

Misses Williams and Pimm have spent
several week ends in New Orleans recently
attending grand opera.

The next time you come to our office ask
the Statistician how she likes the new
tonnage report.

A Loss and Damage Meeting of much

interest was held recently in the office of our Superintendent.

You should have seen Fritz's smile when he told of the new debutante. On January 6th Natalie Leggett Jr. began her career in the Brasfield family. Congratulations!

R. F. Bundy, Instrumentman has returned from New Orleans where he has been engaged in Special Work for the Engineering Department.

During December, 1919, sixteen personal injuries occurred in the Maintenance of Way Department and in December, 1920, this amount was reduced to two. All personal injuries on the Louisiana Division were settled at the end of the year 1920 with the exception of one which is in litigation. We are making a special effort to eliminate this unnecessary evil and useless expense to the Railroad Company.

When you see the Road Master's Chief Clerk waiting for the statistician after work every afternoon, you wonder how he can work Brookhaven and McComb at the same time.

The accompanying photograph of Claim Agent H. G. Mackey and Supervisor H. A. Mercer with their chauffeur taken on the Yazoo District on a recent trip over that territory for the purpose of eliminating dangerous practices and locating defective tools, and with a view of remedying obstructed views to public and private road



Have you idle funds? If so, put them to work

Money should work twenty-four hours a day. Does yours? If not, you should talk with us about investing it so that it will earn the maximum interest consistent with absolute safety. Our Real Estate Bonds are best for your funds. Our book, 1921 Investment Offerings, tells why. Send for a copy of this book today. Use the coupon below. Ask for

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(68)

crossings. Their aim being to reduce personal injuries in the Road Department.

Mechanical Department.

Miss Ruth Lane has been in South Carolina the past week "courting", Mrs. Bessie Holt having filled her place as stenographer while she was absent.

Mr. Leopold, Chief Clerk to District Foreman Chapman, New Orleans, paid us a pleasant visit last week.



CLAIM AGENT H. G. MACKEY AND SUPERVISOR H. A. MERCER, WITH THEIR CHAUFFEUR ON THE YAZOO DISTRICT

Misses Reba Womach and Neola Ansley spent the day in New Orleans, recently. Reba may be an expert File Clerk, but she can't count change. Don't let Neola keep your time or she might "short-change" you a dollar. It may be something these girls had at Kolb's that went to their heads.

Our Chief Clerk is handling us with "kid gloves". Abraham Simmons gave them to him for Christmas.

Ask the following how often it rains in New Orleans on Saturday afternoons: Mesdames C. C. Wilson, J. D. Wardlaw, Misses Eva and Bessie Bennett, M. Q. O'Quin, Ruby Kohman and Neola Ansley.

Our Accounts, O. V. Lewman and H. R. McKnight, spent a day in the "City" recently—on "business" of course.

Miss Mary Lynch, former clerk, was a visitor to our office last week.

Time Checker Chambers paid us a visit a few days ago. You should have seen Ruby Kohman, our popular checker, when she met him. Ruby, were you very nervous?

Clerk S. M. Shrader is wearing a smile that won't wear off. The last one was a boy!

With General Foreman Royal at the wheel, everybody "hits the ball" and things do hum. Our engines are the VERY BEST. We are ahead in the Safety First Campaign; our premises are clean; in fact McComb Shops can't be beat—if you don't believe this, ask Mr. R. W. Bell, who was here a few days ago. I bet he'll tell you the same.

Roundhouse Clerk Munn makes a flying trip to Jackson quite frequently. Wonder what the attraction is?

The latest fad is a trip on the Sea of Matrimony. Machinist John McNair, and Machinist Apprentice George Galloway not wanting to get left have already sailed. Congratulations!

Mr. Mike McKinnon, Labor Foreman, says "Christmas has gone". How many others think the same thing?

Lee McDaniel, our handsome draw cut shaper operator is wearing glasses. Do you suppose early piety could be the cause?

Mr. Bennett Boyd has some special shoes he calls his Round House shoes. He uses them to keep his feet out of the way of engines while going thru the roundhouse. "Some Feet."

Mr. Adrian Guy's gun went off accidentally while out hunting last Monday and killed a rabbit.

Jackson, Mississippi.

I. C. Agent Gives Party

One of the largest and most enjoyable of the entertainments given New Year's Eve was the dinner tendered by Mr. J. L. Morgan, Local Agent, of the Illinois Central Railroad, to his office assistants. About seventy men and women gathered at 6:30 P. M. in the Kiwanis dining room of The Edwards house, where they were received by Mr. and Mrs. Morgan and by Dr. W. W. Smithson, District Surgeon. A delightful course dinner was served. With the coffee there were short speeches in which the spirit of office and personal interest were very evident. At the close of the dinner, Mr. Morgan escorted the entire party to the Majestic theatre where seats had been reserved for the pictures. After "Dinty" had successfully captured all of the crooks in San Francisco the large party dispersed with many reciprocal good wishes for the coming year.

The office mourns the loss of C. W. Ross of the Accounting Department who died at the I. C. Hospital in New Orleans, New Year's Day. While he had been in the office but a comparatively short time, he had made friends with all and the sympathy of the clerks goes out to his wife and children.

Our former chief clerk, Frank H. Barton, has been appointed Agent at Brookhaven, Miss., a well deserved promotion. He left here with our gift, a handsome new satchel, filled to the keyhole with best wishes for his success.

Promotions are the order of the day. J. P. Martin is our new Chief. Under "Jack" everything will just naturally run smoothly and well.

George H. Terry goes up as Assistant Chief Clerk. J. A. Gregory takes Terry's

desk. Barrett goes into the Accounting section, replacing Gregory. So they go. A nice little lift for many faithful employees.

There may be a slump in business elsewhere, but our volume of tonnage keeps up well and we have few idle moments.

We are making a special feature of "Loss and Damage" prevention. Hope to reduce our O. S. & D. reports to a minimum, and become the banner station on the Louisiana Division in this respect.

Transportation Department.

The Louisiana Division is in the block carrying signals for another year of prosperity with bright hopes of equalling the one just past. Old 1920 is now past and gone together with its mistakes, failures and disappointments, but 1921 is ours to do as we will, so let us make this a banner year. We hope the present year will be a happy and prosperous one for each and every one on this and all sister Divisions of the Illinois Central.

Conductor E. S. Sharpe is very much elated over the home coming of Mrs. Sharpe and their splendid young son, Edward, following on extended stay with the Mayo Brothers in Rochester, Minn. Friends will be pleased to learn that Edward is on the road to recovery which we trust will be permanent.

Miss Belva Sleppy was married to Brake-man Jake Bellipanni on Tuesday, December 21st, at St. Alphonsus Church, Father J. J. Igoe saying the ceremony. Both the bride and groom have a large circle of friends in McComb. Miss Sleppy is the daughter of the late Conductor George Sleppy.

The many friends of our popular conductor, W. E. McMaster, will be pleased to learn that his health is greatly improved and we hope that he will soon be able to take out his run again on the Panama Limited.

Conductor M. E. Sandifer of the Yazoo District, was shaking hands with friends in McComb the past week. He says the Yazoo Local is all right and Jackson is a good town, but he just can't stay away from Old McComb all the time.

Conductor Moffit reports some very thrilling experiences he had over in Louisiana on a deer hunt during the Holiday season.

Canton, Miss.

The many friends of General Superintendent Patterson were glad to greet him as he passed through Canton on No. 3, December 13th.

Miss Stella Seater, bill clerk, enjoyed opera in Jackson last week.

Miss Lillian Martz, former stenographer and clerk, was given a surprise farewell party on Monday, December 20th. The force presented the bride-to-be with a handsome chest of silver. After much merriment, toasts to the bride, delicious refresh-

ments were served, consisting of ice cream, cake, fruit punch, chicken salad, etc.

Agent Comfort and family were disappointed in their Xmas trip to New Orleans, having to return after getting as far as Brookhaven account of wash-out.

Mr. W. E. McCloy, supervising agent, recently visited Canton.

Mr. O'Malley, General Foreman, attended the Barnett funeral in Memphis.

Messrs. Egan, Pelley and Quigley made Canton a short visit coming up to meet President Markham. Many of his friends regretted that they did not have the opportunity to speak to Mr. Pelley.

Switchman John Bacon was a McComb visitor.

Many friends of Conductor McMaster were glad to greet him on the streets of Canton.

Miss Lillian Martz, who was employed at Canton as stenographer and clerk for the past three years, was married to Dr. H. E. Hingst. All her fellow employees were sorry indeed to lose her and Dr. Hingst is to be congratulated on winning such a capable girl. After the wedding on Wednesday evening, December 29th, Dr. and Mrs. Hingst left for New York where they will spend several weeks before their departure for Porto Rico. Dr. Hingst is one of the able representatives of the Rockefeller Foundation Anti-Malarial Associa-

**Sangamo
Special**

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration



**Bunn
Special**

Adjusted to
6
Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant down,
as shown in
illustration

**Is Your Watch Adjusted to
Six Positions?**

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

**"Sangamo Special"
and "Bunn Special"**

Railroad Watches are adjusted to *six positions*. Ask your jeweler about these superior watches. Descriptive folder sent on request.

**Illinois Watch Company
Springfield**

tion, and is in charge of malarial and mosquito work in Porto Rico.

Ticket Agent Processer attended a dance in Ridgeland and reports a fine time.

W. N. Henry and wife of Tchula were recent visitors to his Father, Section Foreman Henry.

Mrs. McCloy, wife of Supervising Agent McCloy, spent a few days in Canton, a guest of Mrs. H. A. Comfort, the wife of our efficient agent.

Mr. A. C. Alsworth, cashier, made a short visit to his parents in Purvis, Miss.

Tit Bits of Room 8

Mr. Rogan, so dignified and great
Is the central figure of Room 8,
And when force reductions are defeated
His hardest task will be completed.

One to whom we give much cheer
Is Mr. Smith, a little loud, but dear,
And as he sees his favorite horse come last
He thinks of what might have been a better past.

There is also Mr. Tucker, a gentleman of
foreman fame
Who brings honor to Room 8's name,
For when his day's work is done
He is happy and full of fun.

Mr. Lowe, so nice and fine
Fills the office with rays of sunshine
As there is a smile for all,
No matter who it may befall.

Now, Mr. Lambou, the office sage,
Too Sad! Alas! He is engaged;
Nevertheless, he is your friend
And assistance he is willing to lend.

These last few lines we have reserved
For one who is well deserved;
Miss Sterbenz, our steno and a blonde, too,
Wears her skirt twelve inches above her shoe.

Strictly Personal

Mr. E. R. Gunter has again returned as chief clerk in the superintendent's office, having resumed that position January 1, 1921. Of course, we're all glad to have him back, however, it must be mentioned we're all sorry to see Mr. Lee bumped—he was such a dandy chief clerk.

Mr. Lee is now car record clerk and just as cheerful and good looking as ever, if anything, a little better looking.

We are also glad to mention the fact that all our fellow workers are now enjoying the best of health, and back on their jobs, some having been subject to serious and long cases of sickness. They're still all there, however, despite the fact that one has lost its hair, which, thanks to Saint Rita, seems to be growing back again.

Since the New Orleans Terminal has acquired the assistance of a demon yard clerk, Mr. A. J. Condon, things keep one stepping lively down here now. Mr. Caldwell is also on the job, however, is keeping silent and don't make as much noise as the other one.

Rheumatism

A Remarkable Home Treatment Given by One Who Had It

In the year of 1893 I was attacked by Muscular and Sub-Acute Rheumatism. I suffered as only those who are thus afflicted know for over three years. I tried remedy after remedy, but such relief as I obtained was only temporary. Finally, I found a treatment that cured me completely and such a pitiful condition has never returned. I have given it to a number who were terribly afflicted, even bed-ridden, some of them seventy to eighty years old, and the results were the same as in my own case.

I want every sufferer from any form of muscular and sub-acute (swelling at the joints) rheumatism, to try the great value of my improved "Home Treatment" for its remarkable healing power. Don't send a cent; simply mail your name and address, and I will send it free to try. After you have used it, and it has proven itself to be that long-looked for means of getting rid of such forms of rheumatism, you may send the price of it, One Dollar, but understand I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer, when relief is thus offered you free. Don't delay. Write today.

Mark H. Jackson,
939G Durston Bldg., Syracuse, N. Y.

Mr. Jackson is responsible. Above statement true.

BUSH Car FREE



Get BIG PRIZE
OFFER and BUSH
Auto Agency, Write
today. Send your
name and address.
Write plainly and
quickly. Don't
wait. Dept. B244
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Send me your name and address and I will gladly send you on trial my mild, soothing, guaranteed treatment for Piles, which has proven a blessing to thousands who no longer suffer from the pain of this cruel, torturous disease. Send Post Card today for full treatment. If results are satisfactory costs you \$2.00. If not, costs nothing.

H. D. POWERS, Dept. 409, Battle Creek, Mich.

Show This to Some Pile Sufferer

TRAFFIC DEPARTMENT, MEMPHIS, TENN.

Our esteemed friend and associate, Mister J. A. Atterbury, "done went and done it," boys; it's just "another good man gone wrong." Ole Atterbury took unto himself a bride. That's what makes him look that way. He's not sick at all. He certainly is an industrious fellow. He was back at work thirty minutes after the minister pronounced him a "married man." Some fast work, Att.

Mr. and Mrs. R. A. Tremblay spent Christmas in Chicago and had a wonderful time.

Keep this quiet. Soft pedal it. Ed Spelger and his "partner" Ed Heffernan have both returned from Louisville none the worse off. What they *went for* and what they came back with is a mystery which no one can solve, but far be it from them to "breathe" a word of it to anyone, some one may find out the main reason for their sojourn to Louisville. Ahem!

Mr. Frankie Erhart spent Christmas in his home town, Kansas City. Frank reports plenty of snow in K. C.

The entire GFO will be glad to know that Miss Lucille Yard, who recently was hurt, is improving right along and expects to be back at her typewriter soon.

The stenos were all kindly remembered by Old Santa. All received some nice gifts and they wish Christmas came every month. Well, there is a good reason. Heh?

This marriage bug is hitting 'em all with great regularity these days. J. Franklin Hanson got in the way and he is no longer a single man. Little Frankie received a beautiful remembrance from his associates which he and his'n will always cherish highly. May all their troubles be small ones.

Jack Dempsey don't have to go very far to find a formidable opponent. Right here in our office we have two very promising young men—as far as weight is concerned—they are Paul Newell and Clarence Bridgforth. They don't weigh close to a ton, but oh, gosh! they sure look it. Ole Jack Dempsey should beware of these two.

The Quotation Department is certainly missing the services of A. F. Roth, who is at present in the hospital at Chicago undergoing an operation. He has our best wishes for an early recovery.

Claim Clerk J. F. Dugan has been with us for quite a good while, but it was only yesterday that someone *discovered* that the thing on his upper lip was a moustache. Oh, yes; he was drinking ink and—well that's why he looks like that.

MEMPHIS TERMINAL

Engineer C. C. McCaskill, of the Memphis Terminal, who boke his leg in October, returned to work January 7th. Everyone was glad to have him back again.

Cupid was rather busy in the master mechanic's office recently and consequently

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Just send your name and address, size and color, and I will send this sweater and pair of trousers to you. You don't pay one penny until they are delivered at your door by the postman. Trousers alone are worth more than \$2.98, so you are getting the sweater absolutely **FREE**. Send your order now.

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The trousers are made of a very strong and durable gray striped worsted material. They have customary pockets and belt straps. All seams are double stitched and guaranteed not to rip. These trousers would ordinarily sell for more than \$2.98. Colors: Oxford gray stripes only. Sizes: 30 to 44 inches waist measure.

The sweater is made of heavy commercial yarn, woven in slip-over style, with round neck and sleeveless. Fits snugly to body. Colors: Khaki or navy blue. Sizes: 34 to 46 chest measure. Remember, one sweater and one pair of trousers for \$2.98. They will not be sold separately.

Delivery Free Just send your name and address—no money. Be sure to give size and color. When the sweater and trousers are delivered at your door by the postman, pay him \$2.98 for them. We have paid the delivery charges. Wear both articles and if you don't find them all you expected, return them and we will cheerfully refund your money at once. Order by No. 42, Dept. L2119

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we are announcing the marriage of Miss Menla Jones, clerk, to Mr. Chas. Mills, and Mrs. Jenney Payne, pass clerk, to E. E. Christmas. Mr. Christmas is also a well-known I. C. employee.

Mr. C. A. Bell, invoice clerk, of the Store Department, spent New Year's Day in Paducah, Ky., while Carl Puryear took his holiday in Mayfield.

J. H. Stalcup, accountant, of the Store Department, is displaying, with much pride, a number of large blisters on his hands. He claims they are from using his pen and pencil so extensively, but the truth is his wife had him down on his "Prayer bone" waxing the floors.

Engineer C. E. McFerran, after an extensive trip through California, is again in Memphis, and on his old run.

Mrs. Blick, stenographer, in the Store Department, gets to work on time now every morning, but who wouldn't if your husband brought you to work in a new Super "Six."

A large bulletin board has been placed outside the Memphis round house. It contains, not only information, which is interesting to the men, but some good sound advice as well. Below are the principal items:

There were 3,789,904 tons of coal consumed by locomotives of this company in 1919.

This amount of coal if placed in fifty-ton cars would amount to 75,798 cars.

If you would save one scoop of coal (fifteen pounds) per car from this number of cars, it would mean a saving of 568 tons.

If all of this coal was in one solid train it would reach from Centralia, Ill., to New Orleans, La., and this does not include coal consumed in power plants, shops, buildings, etc.

It would take the Panama Limited seven-tenths of an hour to pass this train of coal.

There are 433 tons of coal consumed by this company's locomotives every hour of the year.

The cost of locomotive coal is higher today than it was ever known in the history of the railroad. Each scoop full of coal costs approximately 5 cents.

Make a small scoop of coal do the work of a large one.

BAND OFFICERS: W. Davidson, G. S. K., Pres.; J. H. Nash, Supt., M. P., Vice Pres.; L. A. North, Shop Supt., Vice Pres.; G. F. Frazer, Director; F. P. Nash, G. F. Loco. Dept., Mgr.; E. G. Nylander, G. F., Car Dept., Treas.

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At the end of this period the stock certificate is transferred into your name and mailed to you.

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Send for further details regarding above, also list of other good stocks that can be bought on the

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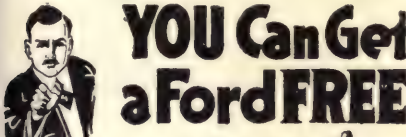
The question remains: How can it be done? This can be accomplished by the reduction of preventable waste, which you already know so much about.

The men who save coal by increasing efficiency are performing the highest class of service.

Fuel economy depends on many little things. It was by attending the many little things that enabled the United States Navy ships to go 30 per cent further on the same amount of coal than they formerly did.

All employees should feel proud of the progress they have made in fuel conservation.

Miss McDonald, clerk, Store Department, was sick two days this week. She says it



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Without a Dollar of Cost
You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

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Division _____

Name _____

Address _____

Continental Casualty Company H. G. B. ALEXANDER **Chicago**
President

was not Love Sickness either, as she does not believe in that old saying: "That two can live as cheap as one."

Peter Xiques, stock keeper, went to church last Sunday. We understand he made so much noise shuffling his feet he nearly broke up the meeting.

B. J. Phelan, material checker, says he only made one New Year's resolution, and that was to ride on the water wagon this year—that is, until he can afford a motor car.

We are sending this month a very good picture of Switch Engine 285 and crew. F. H. Eaton, switchman; J. I. Wheeler, engineer; J. J. Winkler, fireman; J. T. Kyle, engine foreman, and John F. Sweeney, switchman. This engine makes up passenger trains at Grand Central Station, and switches passenger equipment to and from the station and coach yard.

As it has been some time since we have sent any news to the magazine we have a few items, that will, no doubt, be of interest to many, although they are past news to those who are frequent visitors to the master mechanic's office.

Mr. J. A. Vandenburg, distribution clerk, died the latter part of August and was buried in Clear Water, Neb. Mr. Vandenberg, who was better known to his friends as Mr. "Van," had been a faithful employe since 1912.

"SHE TAKES HER PEN IN HAND"

I take my pen hand:

It was midnight on the ocean, not a street car was in sight; the sun was shining brightly, for it rained all day that night. It was evening, and the rising sun was sinking in the west, and the little fishes in the tree-tops were cuddled in their nests. The rain was simply pouring down; the sun was shining bright, and every thing that could be seen was hidden out of sight. 'Twas a summer day in winter, the rain was snowing fast, as the barefoot girls with shoes on stood sitting on the grass. Then the organ peeled potatoes, lard was rendered by the choir, while the sexton rang the dish rag someone set the church on fire. "Holy smoke," the preached shouted, as he madly tore his hair; now his head resembles heaven, for there is no parting there.

—Arabian Knights.

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ILLINOIS CENTRAL

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How A Ticket Agent's "Thank You" Won the Day for Y. & M. V. Employes

At Baton Rouge, Louisiana, January 25th, some friends gathered at the hospitable and beautiful home of Mr. and Mrs. Anthony Doherty. The conversation was gay and spirited. It drifted from one topic to another until, finally, the question of whether Yazoo & Mississippi Valley Railroad employes practice courtesy in their dealings with the public was brought up. The entire party agreed that the Yazoo & Mississippi Valley Railroad trains were always on time and that the service was excellent and could scarcely be improved upon, but one of the party took the position that the employes were not courteous to the public, and that all the talk to the contrary was fiction pure and simple, and had no foundation in fact. Another expressed doubts. To those present it looked as though the Yazoo & Mississippi Valley Railroad employes might be in for a drubbing, when the hospitable and charming hostess, Mrs. Doherty, came to their rescue with a concrete case to back up her convincing argument in behalf of the employes.

"Why," said Mrs. Doherty, "only a few days ago I was in New Orleans and went to the ticket office of the Yazoo & Mississippi Valley Railroad to buy a ticket to Baton Rouge. The ticket agent was most courteous, and when I paid him for the ticket he said 'Thank you' as though he meant it. That was courtesy. It impressed me."

Here is a valuable lesson, not only for the ticket agents, but for all the employes of the Illinois Central System. The railway and its employes are servants of the public. Efficient service on the part of the employes, accompanied by courtesy, will win increased patronage for their employer, the railway company, and esteem and support for them.

Mrs. Doherty is right. A large per cent of the employes of the Yazoo & Mississippi Valley Railroad are courteous. The same may be said truthfully of the employes of the entire Illinois Central System. Why shouldn't they be? Courtesy is preached and practiced by the officials from President Markham down. They consider courtesy an outstanding word—the practice of it by employes as of paramount importance to successful operation of the railway.

Out of the Illinois Central System's organization, composed of approximately sixty thousand employes, there may be a few scattering ones who do not practice courtesy to the public, but they constitute the exceptions and not the rule. Such employes reflect discredit upon themselves, the supervising officers and the railway generally. It is the duty of supervising officers of the railway to locate those who compose that class of employes, appeal to them, work with them, and endeavor in every proper way to induce them to mend their ways and become courteous to the public, and thus of more value to the railway and to themselves. Employes who combine the qualities of courtesy and ability will be railway's officers of the future.

How easy it is to do little acts of kindness for others! It is the little things that favorably impress those with whom we are thrown in contact and sweeten our own lives. The ticket agent, when appealed to by a patron to change a bill, can do it in a manner that will make a friend out of that patron for himself and the railway, or he can do it in a manner that will be offensive and will cause the patron to feel a hesitancy in asking another little favor. It requires no more effort to be pleasant, and it is by far more satisfying. It is like casting bread upon the waters—it will be returned in many ways. The gateman can greet passengers with a smile and a pleasant word and make them feel pleased that they are using the Illinois Central System instead of some other route. The passenger conductor is in a fortunate position because he has more opportunities to favorably impress patrons than any other employe. If he makes his passengers feel that it is a pleasure to him to answer questions and give little bits of information about schedules, connections and the thousands and one other things that passengers want to know, his services are invaluable to the railway. Other employes might be mentioned, but these will suffice. Frequently patrons, for one reason and another, become irritated over seemingly trivial matters. In dealing with this class it is important that every employe remember that "a soft answer turneth away wrath."

The Baton Rouge gathering of friends might have been a failure for the employes of the Yazoo & Mississippi Valley Railroad Company, and the management, too, had it not been for the "Thank you" of the New Orleans ticket agent. With that "Thank you" the ticket agent won Mrs. Doherty, and with the same "Thank you" she won the gathering to her position that the employes of the Yazoo & Mississippi Valley Railroad are courteous to the public.

A "Thank you" uttered with the right inflection of voice by a railway employe travels swift, far, and wide. It goes without saying that if every employe of the Illinois Central System would say "Thank you" to a patron every time he or she has the opportunity, it would add increased strength and popularity to the System.

It is true that most of the employes of the Illinois Central System are courteous to the public, but it may also be true that they could be more courteous. Employes affect different standards of courtesy. There are those who are passively courteous, those who are actively courteous, and those who practice their courtesy in between the two extremes—those who do not say "Thank you" often enough.

How many of our ticket agents, gatemen, conductors, brakemen, engineers, firemen, section foremen, officers and employes generally will agree to say "Thank you" to patrons every time the opportunity is presented, and endeavor to make a few opportunities just for the privilege of saying those two effective words? The writer believes that every one who reads this story will respond to this question with a vigorous: "I Will."

ON THE ROAD TO MISTER SIPPI

By Robt. J. Breckinridge

The first person I met going out of Lexington was a financier and he was certainly one bird—and a blue one at that. Before we got to Shelbyville he had proven that the whole world was tottering on the edge of a hole so deep that it would make the Colorado Canyon look like an irrigation ditch. And the only way to save it was for everybody to economize. I tried to think what I could do to tighten up a little bit and was just getting ready to throw a sack of Bull Durham away for a starter when the heavy artillery in the money line opened up again—

"Yes sir, everybody has got to quit spending money for foolishness. Have a cigar?" and shoving a Perfecto at me that must have cost 50 cents straight he put on a fur lined overcoat that must have set him back at least three hundred bucks and prepared to get off.

Right there I quit economizing; and when the conductor said "all out" I had the Perfecto going, and lit on the platform at Louisville with a bunch of fox-hunters all bound for Paul Rainey's down in the cotton country. Every man had at least two dogs and some had a dozen. An old darkey, that was watching the crates being unloaded, sidled up and said, "Boss in de name of de Lawd where is all you folks goin' with all dem dogs?"

"Going down to Mississippi to hunt moonshiners" one of the party answered. The old fellow shook his head and said, "I don' know nothing 'bout moonshiners, boss, but if you'll turn dem dogs loose in Louisville I bet you catch a thousand boot-leggers fore morning. Whar did you say you was agoin'?"

"Mississippi" replied the spokesman.

"Well sir, when you gits down there I bets Mister Sippi is out o' luck cause you shore has got some fine dogs" and cackling at his little joke the old man moved along.

It didn't take over fifty people to load those dogs on another train in Louisville, and the funny part of it was that every one of them seemed to be just as much interested in the job as the fellows that owned the dogs.

People think that I. C. stands for Illinois Central. But it don't. It stands for Inexhaustible Courtesy, and you sure get that all along the line—as anybody that is going down to the Mardi Gras can prove. Why even the ticket agents on the road will smile at a fellow just like they were ordinary human beings, and when one of the party going South asked a question and apologized for giving so much trouble the agent said, "No trouble at all; it's a pleasure," the questioner told me. Of course I thought he was jolly well spoofing so I trotted over and asked the agent two questions and darned if he didn't answer them both and didn't look like he was working overtime while he was doing it. 'Strawdinary chap, really.

And of course you won't believe this but it's so. When we got to Memphis another I. C. official came around and wanted to know if we had had a good night. One fellow said that he had suffered terribly because one of the party snored so loud, and the I. C. man said if he had known about it in time he would have furnished the crowd with Maxim silencers. He would have, too.

We had to change cars at Memphis and away we went on what they call the Frisco line. That's the road Casey Jones used to run on and where he was supposed to have an extra wife or so, but I guess they have all moved away or got married or something like that because all the girls we saw sure had fellows.

New Albany was the next stop and the only persons that weren't down to see the dogs were a darkey and the marshal. And the darkey sure must have done something awful or the marshal would have been there.

Cotton Plant came next, and when the crowd unloaded one old gentleman said, "There hasn't been so many people in this state since the Yanks caught Jeff Davis."

Some of the boys started out to look Mr. Rainey's estate over and as he only has 20,000

acres they ought to get home by next Christmas any way. When they do they are going to tell their folks that Mississippi is sure some state.—*Lexington (Ky.) Herald*, January 27, 1921.

Patrons Express Delight with Service in Letters to President

The management always is pleased to receive letters from patrons expressing their delight at having been served well by the Illinois Central System. These letters are not infrequent. At the present time, when our best efforts are being put forth to impressing our guests with the fact that the Illinois Central is a railway system of which courtesy is a first consideration, some of these letters are especially noteworthy.

Charles Miller of Sioux City, Iowa, writes as follows in a letter to President Markham under date of February 9:

"Mrs. Miller and I had occasion to take your lines from Papa, Ill., to this city last Monday the 7th, and I want to say just a line relative to the conductor we had from Pana to Freeport.

"I learned that his name was Mr. W. H. Sharkey and I want to make it strong that he is by far the most accommodating and courteous conductor I ever had the pleasure of traveling with in my whole life.

"He was not only so to us, but to all the other passengers alike and I thought it no more than right that such a person should be commended for his services and I would appreciate your making it known to him that such services are sure appreciated by at least some of the public he comes in contact with.

"I do not even know the gentleman and you can rest assured that this letter praising his conduct is unsolicited from any one except Mrs. Miller and I."

The following letter is from S. L. Woolridge, president of the Chase Publishing Company, Lexington, Ky., to President Markham, dated February 21:

"On our late trip from Kentucky to Mississippi, we were treated with such real courtesy and fairness while on the Illinois Central, and every one seemed so really anxious to make our journey a pleasant one, that we wish to express our appreciation of their efforts.

"Mr. F. R. Fisher, your passenger agent, has made many friends for your road by his ability to present the most pleasant side of traveling to members of the party—all of whom are very grateful."

The following is a letter President Markham has received from Walter Franseen, an

electrical contractor of Woodhull, Illinois, written from Urbana, Illinois, December 30:

"If I am correctly informed, most people would rather criticize than praise. Criticism may be valuable, but merited praise surely cannot do any harm. Working on this theory, I wish to say that in my opinion, the I. C. railroad is one of the best railroads in this state that it has been my privilege to ride upon. In my journey today from my home to Champaign I was a passenger on three different roads and it was with a sense of pleasure and relief that I entered the passenger coach of the I. C. railroad. I was a passenger on train number 704, engine number 1204, from Decatur to Champaign.

"It certainly cannot be out of place here, to say that the conductor on this train immediately impressed me with his neat and business-like appearance. I found myself wondering unconsciously, why a man with such a pleasing personality and attractive appearance was not holding a position of greater importance. Upon closer examination, my respect for the man increased. I believe he is a man of character. He impressed me as being a man conscious of an inner power coming from the knowledge of, and an inner confidence in, his own ability. It occurred to me that this man has tried to gain recognition but has so far failed. That a letter coming from a disinterested stranger might attract attention to him. You will form your own opinion about this man if this letter should interest you to such an extent. However, I am giving you the benefit of my frank opinion. If this letter should prove of benefit to any of the persons concerned, then I shall be amply repaid for my trouble. At least, let me wish you a very happy and successful New Year."

The following is a letter received by President Markham from Mrs. Alfred R. Granger, 39 East Schiller street, Chicago, under date of February 27:

"On returning from New Orleans yesterday by the Panama Limited I told my father I intended writing to express my admiration of this fine train unequalled by any on the eastern roads.

"The dining car service is excellent, the conductors most courteous and the attentions of a well trained porter made our journey one of the utmost comfort. This, I thought, might gratify you to know."

Farmers of Hoosier State Interviewed On Illinois Central Service

One side was lined with divers garments.
The other spread with skins of varmints;
Dried pumpkins overhead were strung,
Where venison hams in plenty hung;
Two rifles placed above the door;
Three dogs lay stretched upon the floor—
In short, the domicile was rife
With specimens of Hoosier life.

Hospitality is the outstanding impression the writer gained from a two days' visit with the farmers of Sullivan county, Indiana, for the purpose of discussing with them railway matters, particularly Illinois Central service.

Before mingling with the farmer folk of the Hoosier state, the visitor's ideas of Hoosierdom were strongly influenced by the verses of Finley, of which the foregoing is a sample, and the works of Edward Eggleston, an Indiana gentleman whose writings, although sympathetic, caricature his fellow residents of the Hoosier commonwealth. The origin of the term Hoosier is not known with certainty, although it seems to have found its first literary employment in Finley's verses. At any rate, the general understanding of the term held by outsiders isn't to be verified by a visit to these prosperous farm homes.

Courtesy, cordiality and a quick sense of honor represent the mental characteristics of the Hoosier farmer. From farm to farm over good roads of gravel construction the writer motored, explaining the purpose of his mission, always to be greeted with a "Glad-to-meet-you" handshake. A few of the farmers interviewed voiced complaints of a local nature, some objected to the present scale of freight rates, but all were unalterably opposed to the operation of railways by the government. They seemed particularly pleased that the management of the Illinois Central System is working so closely with its farmer patrons.

Sullivan county is bounded on the north by Vigo county, on the east by Clay and Greene counties, south by Knox county, and west by the Illinois state line, embracing an area of 443 square miles or 283,520 acres. The county seat is the thriving city of Sullivan, containing a population of about 5,000 people, including the Hon. Will H. Hays, the new postmaster general of the United States. The Illinois Central lines traverse the county in a northeasterly direction through the richest agricultural land. Sullivan is a great agricultural county of a population of 32,000 and 3,200 farmers. The county contains much river bottom land that produces 55 to 60 bushels of corn and 20 to 30 bushels of wheat to the acre. Fine cantaloupes and watermelons are raised in great

quantities on the sand knolls. The raising of pure bred live stock is being extensively engaged in. As a result of the efforts of H. S. Benson, county agent, Sullivan county is among the topnotchers of the state in pure bred live stock production. The coal mining industry also holds a high place in Sullivan county's activities.

"Pigs Is Pigs"

The story of the prolific increase in pigs which the railway express agent was burdened with in Ellis Parker Butler's story, "Pigs Is Pigs," has nothing on the interesting story told by R. W. Akin. Mr. Akin is engaged in the farming of a large tract of land near Sullivan and also is cashier of the People's State Bank at that place.

In 1916 the bank started the Endless Chain Pig Club idea to encourage the raising of pure bred hogs by boys and girls. Eighteen boys and girls over the age of sixteen years were supplied with pure bred pigs. These were to be bred to pure bred males and two gilts returned to the bank in payment for the original "loans." The following spring thirty-six gilts were paid the bank and these were distributed under a like arrangement for the next year's club. Prizes were awarded the boys and girls who made the best showings. Little Alta Mae Boone, of Cass, Ind., who was in the 1919 club, recently deposited \$200 in the bank. She still has her sow and a new litter of seven fine pigs worth about \$200. About 65 per cent of the pigs have been distributed along farms adjacent to the Illinois Central.

Mr. Akin praised the Illinois Central service, but said he thought stock pens should be built at Sullivan to encourage the shipment of stock over the Illinois Central which now goes over another railway.

In this connection, Frank Mason, who farms 310 acres two miles south of Sullivan, said he ships about 500 head of hogs a year to Indianapolis over another railway which he would like to ship over the Illinois Central if there were shipping facilities at Sullivan. Mr. Mason said that by going to a comparatively small expense for facilities the Illinois Central could induce a lot of stock shippers to use its lines to Indianapolis. He indorsed the Illinois Central service as good and added: "You have a mighty fine agent here."

The Farmers Are Organized

Through the courtesy of County Agent Benson, the writer attended the meeting of the executive committee of the Sullivan County Farmers' Association. The slogan

of the association is: "United we stand. Divided we're stuck." In addition to the county association, there are auxiliaries in each of the nine townships in the county.

Addison Drake of near Riverton, president of the association, remarked that the farmers are organizing a shipping association for the county and a committee has been appointed to take up the matter within a short time. When this association is formed, he stated, the farmers would like shipping facilities at Sullivan in order to ship stock over the Illinois Central to Indianapolis.

The purpose of the writer's visit to the county was explained to the committee and a general discussion of the railway situation and the Illinois Central followed. Only three of the farmers present, Ross Campbell, O. R. Willard and H. C. Buff, are patrons of the Illinois Central.

"We shipped a carload of horses from Sullivan to St. Louis—it cost \$102 if we load them over at Hudsonville it costs only about \$36—this has been the trouble with the Illinois Central," stated Mr. Campbell, who lives four miles north of Sullivan.

"I understand that the railway has sold the scales at New Lebanon; the railway should furnish the scales—otherwise the service on the Illinois Central is good," said Mr. Willard, who farms 80 acres four miles south of Sullivan.

These gentlemen were assured that their complaints would be looked into. All members of the committee were unanimous in stating that the farmers favor private operation of railroads and are glad to see them back in the hands of the owners. Some complained of the freight rate scale now in effect.

Interviews On Farms Continued

In the midst of a herd of pure bred hogs on his farm near Sullivan, A. N. L. Burton was interviewed. Mr. Burton operates three farms between Greyville and Merom, comprising 560 acres. He raises pure bred Duroc Jersey and Poland China hogs.

"I find the employees more courteous since the railroads were turned back to private operation," Mr. Burton said. "Before that there seemed to be no desire on the part of employees to get business."

Mr. Burton said he thought rates too high between intermediate points where there is no competition.

J. J. Durham of Sullivan said he thought freight rates too high, but otherwise praised the Illinois Central service.

Fred H. Johnson, farmer and shipper at Merom, remarked: "I have had pretty good service on the Illinois Central outside of getting cars during the car shortage. This trouble, in my opinion, was due in part to the inexperience of agents at Merom."

In the interest of stock shipping from Merom, C. E. Watson and Joe McNabb of that place complained that they were re-

quired to load their stock to be ready by 2 or 3 o'clock in the afternoon, after which it is taken to Palestine by local freight and then handled back from that point in a through train to Indianapolis.

"This is hard on the shippers and also on the stock," said Mr. McNabb. "It causes a shrinkage in the stock by lying in the car. In the hot weather we'll have to ship by another road unless this practice is stopped. The shipper has nine or ten pounds shrinkage to the hog by this delay, whereas we used to have four or five pounds to the hog."

Upon being asked for an opinion on the kind of courtesy exhibited by Illinois Central employees, Mr. McNabb replied:

"I think you have an agent here who is one of the most energetic fellows I ever saw. Illinois Central employees are courteous—they have always treated me fine." Mr. Watson was of a like opinion.

Wants Individuality in Railroading

C. W. Cooper is a representative farm owner at Merom. This was his answer to a question regarding the railroad situation and Illinois Central service:

"The farmers think that an individual can run his business a whole lot better than the government. I am very strongly in favor of private operation. My experience has been that the service on the Illinois Central is good."

After explaining the co-operation desired by the management with the farmers, Mr. Cooper, who is also manager of the Farmers' Elevator, said: "I am going to advise the farmers who are interested in the elevator the attitude of the Illinois Central officials, which is the right spirit."

At New Lebanon the farmers and shippers complained of failure to furnish scales. J. S. McNaughton and O. R. Willard voiced this complaint. Mr. McNaughton otherwise praised the Illinois Central service and had some interesting things to tell about the development of stock.

"About five years ago we formed a pure bred live stock association, known as the Sullivan County Pure Bred Live Stock Association, and there were very few of us—perhaps four or five," Mr. McNaughton said. "We started breeding hogs. We wanted a county show and three years ago last fall we had our first county show. This association was organized to promote the different breeds of pure bred stock. This is now being carried on quite extensively in the county. We have now something like forty members."

"Well, some people would not be satisfied if they were going to be hanged," remarked W. R. Mickey, in reply to an inquiry regarding the railway situation. Mr. Mickey farms 160 acres near Sullivan. He said he thinks freight rates are too high in comparison to what the farmers are getting for their farm products and also that railway wages are too high.

"I had to work for 50 cents a day and we could not keep labor on the farm at one time for \$2.50 per day," he said. "I ship pure bred hogs occasionally on the Illinois Central and have always found the service satisfactory."

The remarks of J. W. Wilson, who farms 690 acres near Sullivan, in reply to a similar inquiry may be summed up as follows:

"I never like to say very much about what I am not posted on. What little shipping I do over the Illinois Central has always been satisfactory."

A horse raiser and shipper, H. J. Siner, of near New Lebanon, said: "The Illinois Central employes are a nice bunch of fellows to deal with. I purchased two tickets to Freeport a short time ago and received a letter from the agent telling me I had been overcharged about \$8, which was refunded to me." He has been shipping over the Illinois Central for about eight years.

One pleasant interview was had in the Union Christian College of Merom with Dan Gettinger, who is in charge of the academy department of the college in the winter and farms in the summer. He was much interested in the railway situation. "I do not think railway employes generally are delivering service for the amount of wages received," Mr. Gettinger said. "Until that condition rights itself, I can see why freight rates will be high." Mr. Gettinger praised Illinois Central service and commented on the courtesy of employes.

After climbing through a window of a new house being built, the writer was rewarded

with a few kind words of praise for the Illinois Central from John F. Allen, the builder. Mr. Allen farms over 300 acres near New Lebanon and has been shipping over the Illinois Central for about twenty years.

A Front Porch Interview

C. F. Springer, living in the same locality, gave the interviewer a front porch audience. Without definite knowledge, the writer will hazard a guess that he also has the same conservative, upright and honest principles of business as our front porch president.

Mr. Springer cited as his only complaint a belief that the railway should keep its fences in better shape.

"I had a hog killed on the right-of-way last spring which escaped through the fence," he said. "The claim agent sent me a blank to fill out and swear to. I had recently purchased a number of hogs and shortly after placing them in the field they escaped to the right-of-way and one showed up missing. The section foreman called my attention to a hog which had been killed by a train, but as I could not swear to it being my hog, I did not fill out and return the claim blank."

In addition to its wonderful resources, fertile soil, good crops, genial citizens, and pure bred stock development, the people of Sullivan county can be justly proud of having furnished to the government an assistant cabinet member under President Wilson, the Hon. James R. Riggs, who was assistant secretary of agriculture. And then there is the Hon. Will H. Hays, the present postmaster general.

"Throw Off Our Coats and Get to Work," Says B. C. Forbes to Us

B. C. Forbes of New York, the well known financial writer and student of economics, says that "our worst ailment is a wrong state of mind" and urges that we "throw off our coats and get to work." Writing a Washington's birthday message to the railway workers of the country, Mr. Forbes speaks as follows, according to his column in the commercial edition of the Chicago Herald and Examiner of February 23:

"If you were asked to talk straight from the shoulder to a large gathering of railway employes, what would you say to them? How would you express the views the public held concerning them?"

"Having accepted such an invitation for Washington's birthday, here is how I tried to interpret to these men how they are regarded by those of us who are on the outside, but who in the end have to fill their pay envelopes.

"We used to have a tremendously high regard for the rank and file of railway employes. We had great admiration for the

skill of the locomotive drivers, the adeptness of the firemen, the politeness of the conductors and the whole system of team work which landed us at our destination comfortably and promptly.

"Then came the world war. It tested the mettle of each and all of us, worker and employer, slacker and profiteer. Several groups of workers, taking advantage of the unparalleled emergency, adopted a high-handed, dictatorial, selfish attitude toward both their employers and the public. Sometimes when they could not get their own way, they turned to Washington and by either coaxing or coercing the authorities often succeeded in having their demands granted, no matter how unreasonable those demands appeared to the public.

"Among those who induced Washington to pull their chestnuts out of the fire were railroad employes. Shortly after announcing their first big increase in railway pay, Director General McAdoo addressed a gathering of these men, and finishing he received an uproarious demonstration of approval.

Turning to a friend, he whispered: 'There are 2,000,000 of those fellows and each one of them has a vote.'

"The impression we gathered during the war period was that railway employes became a class favored by political officials. We not only became convinced that, through concerted action, the railway workers were able to get practically anything they demanded in the way of increases in wages, but that they jockeyed the administration into drawing up agreements covering working conditions, piece work, disputes, etc., which were wholly for the benefit of the men and not wholly in the best interests of the public.

"Then we found out very definitely that the high wages and the other benefits granted by the Washington authorities did not have a wholesome effect upon the workers. Instead of courtesy we very often received discourtesy when we traveled. Too, many railway employes adopted a haughty, almost contemptuous demeanor, as if to say: 'We now have you where we want you. And what can you do about it?'

"In short, we felt very strongly that railway men had received so much of their own way that it had gone to their heads.

"We began, too, to read complaints that railway employes were doing less work than formerly and doing it less efficiently. We were told that a great many more men were having to be engaged to accomplish the same amount of work as before the war.

"Lately we have been following with keen interest the jockeying going on before the labor board at Chicago. When the railroads demanded instant abrogation of the working conditions drawn up to meet the war time emergency we felt that the existing conditions were not so terribly urgent as to warrant hasty, ill-considered action by the board. We refused to believe that wholesale disaster would befall if proper time were taken to hear and consider very carefully both sides of the question before rendering a decision.

"There we were with the men.

"But when we are told that one of your best known union leaders has been going around loudly declaring, 'We won't stand for one cent reduction in wages,' we are inclined to say, 'Why should we, the public, go on paying you railway men top notch, war-time wages after the rest of us have had our pay substantially reduced? Why should you not have to join the procession from the clouds back to Mother Earth?'

"Also, when you object so bitterly to going back to piece rates, or allowing any of your members to go back to piece rates who may want to, we naturally ask, why? Is it that you no longer desire to be paid by results? In this world most of us like to be paid by results—that is, those of us who are willing and anxious to give the world the best that is in us.

"Then, too, we are not very much in love with this idea of running to Washington or Chicago with every little dispute that occurs between a workman and his foreman or his superintendent.

"To those of us on the outside this savors a little bit of the 'one big union' idea, also of politics.

"We feel that you railway men are now standing at the bar of public opinion and that your actions during the next few months will either win you commendation or condemnation. It is up to you to win back the public on your side by manfully accepting your fair share of the readjustment which we are all experiencing.

"This is a time not for quarreling and defying, but for conciliation and co-operation. It is not a time for attacking, but for sweating.

"Our worst ailment is a wrong state of mind. If we would all, employers and employed, knock the chip off our shoulders, throw off our coats and get to work with vigor and cheerfulness we could transform the prevailing inactivity into activity, the prevailing gloom into optimism and the prevailing depression into prosperity by the time the sap begins to run up the tree. Come, let's do it."



PUBLIC OPINION



What the

World thinks

MR. MARKHAM'S GOOD WORK

The informative advertising being done by President Markham of the Illinois Central is attracting wide attention. His advertisement which appears in this issue is a notable one. It throws much light upon a railway question of importance which has been little understood by the public—the grade crossing problem. One would scarcely realize that it would cost more to eliminate all grade crossings located on a railway system than the total amount of the stock and bond issues of that system, but Mr. Markham shows that to be true of the Illinois Central System.

Mr. Markham evidently realizes the importance of free, open and frank discussion of railway problems. He knows that railway policies are controlled by public sentiment that the Congress and the Interstate Commerce Commission will be guided in accordance with public demands. By giving out railway information, he aids the public in reaching wholesome conclusions.

The principal medium through which the public gets its information about the railways and other subjects, upon which it formulates its opinion, is the newspaper. Mr. Markham has found that the advertising columns of a newspaper are open to him and that informative advertising is read by the public as extensively as news stories and editorials are read, and is equally influential.

The success of private ownership and management of the railways depends upon the extent to which the public is educated in regard to their problems. It behooves railway managements to take a leading part in this educational work. Much of their trouble in the past has been due to the fact that they abandoned this field almost entirely to those who sought to bring private ownership and management of the railways to an end—sought to destroy the things responsible for making our national railway system by far the greatest and most efficient in the world.—*Chicago Journal of Commerce*, February 1, 1921.

SUPPOSE YOU WERE BOSS

If you were an employer looking for help, would you hire yourself to go to work?

If you were the Boss, would you feel satisfied with the kind of work which you have done during the past week?

If you were the Boss, and knew for a certainty that you had many outstanding financial obligations to meet, would you expect that your employees, whom you were paying, would be interested in helping you to conduct your business in such a way as to meet your bills? Or would you think it fair and right that they should take their own pay and assume that anything further was no concern of theirs?

If you were the Boss, would you feel that your own work was so intelligently done and so efficiently handled that you could be advanced from year to year, and given an ultimate position of trust and responsibility?

If you were the Boss, would you be justified and safe in going away for a rest, or on a business expedition, and leaving affairs unsupervised, in the full assurance that you, the employee, and every other employee, would do his part conscientiously and well?

What about it? What kind of an employee do you feel that you are in the estimation of your employer? Do you feel that he does you justice? If not, what is the reason? If he does do you justice, are you trying to earn a still higher position of regard?—Editorial, *The Chicago National Provisioner*.

STANDING STILL

No one can travel over our trunk-line railways through our endless miles of farming country and into and out of our greater cities without being impressed with the fact that our fathers, with a smaller population than ours, accomplished vastly more for the development and improvement of the country than we are doing; in other words, that we are standing still as compared with the generation behind us that believed in real work and not in making the job go round.

When we stop to realize the vast forests that our fathers cleared away, the stumps and stones they removed, the ditches they dug; when we pass along the canals they excavated with the crudest implements; when we contemplate the railways they laid, not only within the Eastern States but across the continent; when we consider the buildings they erected within the lifetime of men yet living—when we consider all this and lay it alongside the pitifully meager activities now in progress, we are in doubt whether we are doing much more than keeping in repair the improvements we inherited.

No sane man can hold that we are now accomplishing twenty-five per cent of the substantial advancement which our fathers accomplished in the good old days when labor meant work. Any thinking man must wonder what this generation would do with its standards of accomplishment were it suddenly plunged into the conditions that confronted our forefathers, with nothing but their bare hands between them and poverty.

And they were happier than we are now. "Unrest and discontent" were hardly heard of then. The men of those days were doing things, and every sun set upon work that had been notably advanced to a definite conclusion.

There ought to be a moral in this thing for all of us. If we are going to pull in the breeching instead of the collar the accomplishments of our fathers will wear out without replacement. Whither then do we prefer to drift and how much longer shall we, like the horse in the treadmill or at the sweep, mark time day after day and never get anywhere? Is this the way for sons of pioneers, of the men who made America a great nation, to behave?

The answer is that we are not the real sons of pioneers. Some of us that inherited that blood have become captains of industry; others have turned speculators, trying to get something out of nothing, and still others were born tired. But the principal difference between us and our fathers is that in these days labor has become Europeanized, and the Americanism that we talk so much about is in grave danger of becoming a thing of the past.

The obvious question is, Who is to control America and what shall the standards be? We have heard a lot these last months about "Americanism" and "America First," but all the time we are drifting farther away from the Americanism that has really made America and the Americanism that is really worth having.—Editorial, *The Country Gentleman*, February 12, 1921.

CITES GOOD MANAGEMENT

Harvey, Ill., Feb. 4.—[Editor of The Tribune.]—Referring to your editorial Feb. 2 concerning another railroad crisis, I believe there is no crisis. Arguments arising between rail-

road officials and employees before the roads were under government control were settled generally satisfactorily to both sides with little or no annoyance to the public. Each road "fought their own battles" and there was competition for business. In these times some roads had much more labor trouble than others. Some went into the hands of receivers, while others (in some cases ran parallel, the same terminus, hauling the same commodities) made millions. It seems one would have a suspicion there was some difference in management. We would be safe to make that statement today.

I do not believe any honest employee would favor paying a man for work not done or time not put in, and there are few dishonest railroad men.

I am a telegraph operator and tower man, employed by one of the nation's greatest railroad systems, whose labor troubles never inconvenienced the public before government control, has always made money, and whose president is insisting on nothing, even now, but efficient service from its employees, while other presidents are telling us they are on the verge of bankruptcy.

Only those of us who operate an interlocker can see the difference. There is a difference, others cannot realize the vastness of, in their management and methods. It is no small wonder some are bankrupt.

I believe there is nothing which the public use and depend so much on and know so little of as the railroads and the way they are managed, to give the most efficient service at the least possible cost, and how easily poor management can create millions of dollars of unnecessary expense.

If the management of the roads that are making money were put in control of those near bankruptcy there would be some amazing improvements in the latter.

Private and separate control is best for labor and public, too.—H. H. EVERS, in the "Voice of the People" columns of the *Chicago Tribune*, February 11, 1921.

(Editor's Note. Mr. Evers is an employee of the Illinois Central Railroad Company.)

LOYALTY.

In these days of large railway corporations on the one hand and of strong organizations of employees on the other hand whose relations at those points of intimate contact such as wages and working conditions are fixed by a governmental board, the tendency is for employer and employee to feel that they have little in common or of mutual responsibility. Yet this is not and cannot be true if the railways are to serve the public efficiently and to the best interests of the employer and employee. A primary reason for the ability of a small industry to compete successfully with its stronger rival lies in the greater interest which the employees of the smaller institution

take in its success and the personal interest of the employer in the welfare of his subordinates. No greater boon could come to the maintenance of way department at the present time than the universal realization that the man who signs the pay check and the road whose agent he is are the friends of the man who receives the check and have

much in common with him. The man who regards the railway on which he is employed as "his road" and who takes a keen interest in its welfare not only renders the most efficient service but also gets the most happiness from his work as he passes through life.—*Railway Maintenance Engineer.*



Owensboro An Economic Center the One City Of Its Name in the World

Owensboro is located on the south bank of the Ohio River at what was known to the early flat-boat men as "BIG YELLOW BANKS". The name was given because of the deep yellow color of the river bank, composed of yellow clay, extending about six miles along the river, and from ten to twenty feet above the highest floods in the Ohio. The site was selected as a County seat in 1915 by commissioners appointed by the first County Court held in April of that year. The survey and plat thereof was approved by the Commissioners on the 23d day of March 1816 with the name of Rosboro, and ratified by the agent and owners of the land.

This bit of history then really gives us the answer to the question "Why is Owensboro?"

Churches

Owensboro through her churches has developed a spirit of righteousness that is appealing to her people. This can be explained by reason of her 28 white and 12 colored churches.

Fraternal Organizations

Owensboro has a number of fraternal organizations, many of them their own headquarters, Knights of Columbus, B. P. O. Elks, Masonic, Knights of Pythias, Odd Fellows, Red Men, Woodmen.

Owensboro also has live Rotary and Lions chapters. There are three federated women's club, the Woman's club, Saturday Musicale and Current Events club.

Chamber of Commerce

The interest that Owensboro have in their civic obligations can be readily appreciated by the Chamber of Commerce they support. The organization has 600 members; maintains its own headquarters, which is the community meeting house for all organizations interested in the development of the city.

When the city fathers first began to count noses, that was about 1830, they found the city of Owensboro contained 229 happy individuals working to attain some great future. Even in these early years they were sold on Owensboro. In order to see how Owensboro has grown during the last 90 years just follow the table below:



OWENSBORO'S GROWTH 229 to 21,060.

1830.....	229
1850.....	1,215
1860.....	2,308
1864.....	3,000
1870.....	3,430
1880.....	6,231
1890.....	9,818
1900.....	13,189
1903.....	15,673
1910.....	16,011
1916.....	17,212
1920.....	21,060

During this period of years a great many accomplishments happened. It is interesting to know that Owensboro has never had foreign element to deal with. It has always been made up of Anglo Saxons.

The geographical location of Owensboro makes it possible to enjoy four distinct sea-

manufactured products reach \$10,000,000.00.

The city of Owensboro gives an unlimited opportunity for excellent public and high school education. The value of the Public school property including grounds, buildings and fixtures amounts to \$454,130.80. There are twelve graded schools and one high school and the School Board employs 67 white teachers and 13 colored, 6 principals, 3 special supervisors, and 20 high school teachers.

A bond issue of three hundred thousand dollars for school purposes was voted by the people of Owensboro last January.

Banking Facilities

Owensboro has 5 banks and one trust company, all of which are in the clearing house. Deposits last year amounted to \$8,456,986 and the clearings were \$135,091,193.



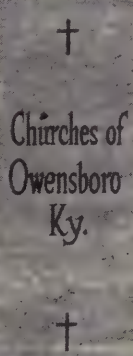
Schools of

Owensboro Ky,

sons of the year and Owensboro enjoys a ten-hour working day, because of this. Daviess county, of which Owensboro is the county seat, has a population of 40,733. Owensboro's rightful trade territory contains about 125,000 people. The government industrial census has Owensboro the second industrial city in the State of Kentucky. The capital invested in manufacturing will probably reach \$5,000,000.00 and the value of

Transportation

Located on the Ohio river with both services to New Orleans and Cincinnati, this has a certain influence on the railroad rates. Owensboro is served by three trunk lines. The Illinois Central, Louisville and Nashville, and the Henderson route, which afford unexcelled shipping facilities to all points south of the Mason and Dixon line. There are industries in Owensboro that do an extensive foreign business.



Industry

Owensboro has its specialties, one by virtue of the tobacco that is raised in the counties which make our city one of the greatest tobacco markets in the country as the following figures show: In the 5 counties that make up the Owensboro district in 1918 raised 52,000,000 pounds of tobacco and there was sold on the Owensboro floors 44,000,000 pounds in 1919, 44,000,000 pounds was raised and 32,000,000 pounds sold. There has been sold here as much as 62,000,000 pounds during one season.

The tobacco industry is represented by the following factories: American Cigar Co., Imperial Tobacco, Ross Vaughan Tobacco, Kentucky and Virginia Tobacco Co., Winstead Co., Gallaher Ltd., American Tobacco Co., and Hodge Tobacco Co., representing foreign and American interests.

Owensboro has three of the country's largest exclusive carriage accessory manufacturers. Namely, the Owensboro Wheel Company which make a set of four wheels every three minutes—200 sets a day—a quar-

ter of a million wheels a year is the capacity of these wheel specialties. The Ames Body Corporation manufactures buggy bodies etc., has equipped an enormous plant with woodwork machinery for their work. The top hardware and small forging for one half of all the buggies built in this country are manufactured in Owensboro by the Owensboro Forging Company. Akin to the carriage building is the wagon manufacturing and Owensboro has the Owensboro Wagon Company, who sell more than 50,000 wagons and buggies annually. Owensboro has the Murphy Chair Company that are manufacturing chairs exclusively and are considered one of the largest manufacturers of this particular product in the country. The Anglo-American Mill Company that manufacture the Midget Mill which has revolutionized the milling business to the same extent that the Ford automobile did to the automobile industries. The Owensboro Ditcher and Grader Company manufacture a ditcher and grader that is used universally. It has an extensive foreign trade.



Illinois Central System Passenger Trains

Noted for Being on Time

The only record showing the percentage of on time arrivals at destinations of the passenger trains on all the railways of the United States was made by the United States Railroad Administration for the months of August, September, October and November, 1919. These four months are considered by railway men to be as favorable for railway operation as any period of the year. This record, compared with that made by Illinois Central System passenger trains for the same period, follows:

ALL RAILWAYS		ILLINOIS CENTRAL SYSTEM	
August	83 per cent		95.4 per cent
September	84 per cent		96.2 per cent
October	84 per cent		95.4 per cent
November	82 per cent		96.2 per cent

During 1920 the Illinois Central System operated 79,022 passenger trains on its more than 6,000 miles of lines in fourteen states of the Mississippi Valley. The percentage of on time arrivals at final destinations, by months, was as follows:

January	93.4
February	96.4
March	94.0
April	93.4
May	94.2
June	96.4
July	96.9
August	96.8
September	96.7
October	97.3
November	97.0
December	93.8

Believing that the assurance of arriving at destination on time is an essentially important factor in passenger train service, the Illinois Central System is seeking constantly to improve this phase of service. Maintenance of schedule, however, is but one feature of the incomparable passenger service offered by the Illinois Central System, every feature of which is distinctly outstanding.

The equipment of the famous Panama Limited, operating between Chicago, St. Louis and New Orleans, represents the highest known standard of the art of railway carriage construction. The Panama Limited has been designated by its patrons as the "finest train in the world."

Illinois Central System passenger trains are noted for the safety with which they are operated. More than three and one-half billion passengers have been carried one mile since a passenger riding in a proper position was injured fatally.

Another outstanding feature is the character of service rendered by Illinois Central trainmen—the courtesy and attention with which passengers are served, in which we take great pride.

Conscious of our obligations to the public, we are making every effort consistent with honest, efficient and economical management to render a service that will not only please our patrons, but will justify them in commending it to their friends and acquaintances.

In its passenger service, as in all other departments of its organization, the Illinois Central System seeks the co-operation and confidence of its patrons.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

ENGINEERING



DEPARTMENT

Section Headquarters

We should not form an idea that the term "section headquarters" includes only the section foreman's house; instead, it embraces the entire premises at section house location.

Unfortunately, some of our locations are less desirable from a standpoint of natural attractiveness than others, however, this feature only affords better opportunity for individual effort; there is no place but what with individual effort combined with the assistance and facilities offered by the company can be turned into an attractive and comfortable home.

The company furnishes the service of an experienced gardener to instruct and supervise the planting of trees, shrubbery and flowers, all of which can be secured through our own greenhouses without cost to the individual; and, in addition, fruit trees of any variety suitable to the climate in question, can be had for the asking. All this, with the

proper drainage, fencing and other features of tidiness which are altogether in the hands of the foreman, will make a neat and attractive headquarters, no matter where located.

Now that the day's work is done in eight hours, there should be ample time in spring and summer months to devote towards growing vegetable gardens and not only providing the table with choice fresh articles in this line, but also make handsome reductions in the grocery bill.

Do not overlook the value of a few good cows. Just think of the unlimited pasture space obtainable on the right of way, which can easily be fenced; a number of foremen with two good cows not only supply their household needs of milk and butter, but sell from fifteen to twenty dollars worth each month.

A few hogs kept on some isolated part of the premises will go a long way in the meat



supply for the family, and the expense of keeping them will be very small. With little effort a good supply of chickens can be grown, with all these things produced at home, the expense of feeding the family will be reduced to the minimum.

We should bear in mind that our home is just what we make it and that home ties and surroundings are all in life that is worth while. Surely, then, these few hours spent each day beautifying and making comfortable our homes are the most profitable of any that can be spent. Imagine the pleasure of coming in after a day's work to a

home that is well kept in every respect, what pleasure and comfort is derived from working to add to its attractiveness and comfort—the man that goes forth from such a home in the morning will, without doubt, put in a profitable day for his employer, and his work will be of a class above criticism, where take the man that is sloven in his home, his work in every case will reflect the same slovenness.

A man's pride should be first in his home and family, and just to the extent that it is manifested there, it will also show in his work for the company.

Will Haul Corn to Feed Suffering Children of Other Lands

The Illinois Central is one of seven railway systems in the corn belt which have agreed to donate their facilities, free of charge, to the task of hauling 5,000,000 bushels of corn to the Atlantic seaboard for overseas shipment to feed starving children. When the trainloads of corn are made up they will be handled, on the Illinois Central lines, by trainmen who are offering their services without charge for this humanitarian task. The farmers are donating the corn.

The corn will soon be moving. The first harvesting has begun. The *Chicago Tribune*, in its Washington's Birthday issue, published the following story by Frank Ridgway, special writer, of the first community husking bee:

"With all the spirit of an old fashioned husking bee, Illinois farmers turned up their shirt sleeves yesterday and started the first gift corn rolling toward Europe's starving children. Seventy-two heaping wagons rumbled into Eureka bright and early in the morning from all parts of Woodford County.

"It was like a circus day. Practically every one of the 1,500 Eurekans donned denims, grabbed a shovel and helped to handle the 2,600 bushels of corn brought in by the farmers. Two corn shellers were kept humming, while twelve men kept a constant stream of corn running in to the grain wagons and to the elevator, where it was run into cars. Two cars were loaded.

"Frank Shamburg and Ed Lehman donated the shellers. Frank Felter, president of the Woodford county farm bureau, brought his tractor from the farm to run the shellers. The cobs were sold from \$1 to \$5 a load and the money will be used to buy more gift corn. Some farmers were not able to bring their corn in and 500 bushels more will be loaded today.

"This gift corn day was the first of eight

planned in the county. The call did not go out until last Saturday, when every farmer was asked to give half a bushel of corn for every acre planted last year. The second gift corn day will be held at El Paso tomorrow. Others will be held during the next two weeks at Minonk, Benson, Rock, Metamora, Secor, Washburn, and Goodfield. Sixteen car loads of corn all told will be given by Woodford County, basing the estimate on the number of bushels donated at Eureka.

"Similar days will be held throughout the corn belt. Indiana farmers will begin to load gift corn at Valparaiso today. Iowa farmers will start loading this week. As soon as a sufficient number of cars are loaded they will be assembled into trains and started for the seaboard and Europe.

"All of the Illinois corn, which is being handled under direction of Howard Leonard, president of the state farm bureau, will be milled in the United States and sent to Poland and the starving children in Central Europe.

"A total of 5,000,000 bushels will be given by American farmers—1,000,000 bushels, milled, will be distributed by Hoover's European relief committee; 1,500,000 bushels, milled, and 500,000, shelled will go to Poland; 1,000,000 shelled, to China, and 1,000,000, milled, to European countries through a Catholic relief commission.

"Nine railroads have agreed to haul the gift corn free of charge. C. S. Vrooman, director of the project, has asked W. L. Barnes, manager of the car service section at Washington, for cars and for free billing.

"Final arrangements for the project were made at a conference of farmers, rail executives, relief committees, and millers in the office of the president of the Chicago Board of Trade last Saturday."

Superintendent Shaw Discusses Railways and Their Relation to the Public

Superintendent C. W. Shaw of the Springfield division recently made a statement at Centralia on the subject of "The Railways and Their Relation to the Public" which is quoted as follows in the Centralia Sentinel of February 1:

"It can be said very truthfully, that one is entirely dependent on the other, as both are so very closely allied, that the mere existence of one and the prosperity of both, require a spirit of friendly co-operation, with an earnest purpose and firm resolve to solve the many vexatious problems that now confront us. The lack of misunderstanding must first of all be removed, before the carriers of the country can properly function, in the hope of performing the service which the public must have and is justly entitled to.

"I can in no manner attempt to defend some of the past bad practices indulged in by unscrupulous railway management, any more than I can attempt to defend the practices of the criticizing public; but I am firmly convinced that both of those evils are behind us to stay.

"The pre-eminent growth of the railroads of the United States has, as you know, been unequaled by any country in the world, which has largely induced settlement and development; with a mileage of 260,000 exceeding that of all Europe, constituting 36 per cent of all railroad mileage in the world.

"Regardless of only 4,734 miles of railway being built annually from 1900 to 1910, since 1911 up to the present time, construction of new mileage has shown a very substantial decrease, and in the year 1919, only 686 miles were built.

"Since the return of the Illinois Central from Federal control, special efforts have been put forth to secure return of I. C. cars to their home line; on March 1st, 1920, there were 50,050 freight cars on the system, of which only 10,460 or 20 per cent of the total were Illinois Central cars; and on October 1st, just passed, there was a total of 52,339 of which 13,941 or 26 per cent were home cars; this, with concerted effort to reduce bad order cars and the number of locomotives out of service awaiting repairs, has also resulted in setting up the following comparative figures:

"On March 1st, 1920, there were 133 locomotives and 3,037 cars awaiting repairs; on October 1st last there were 106 locomotives and 3,532 cars—the latter showing a slight increase—which is explained by cars run-

ning in to heavy repairs, account of having been away from home an unusual length of time, with little or no attention being given them.

"In 1918 there were employed approximately 793 employees; in 1919, 873 and in 1920, 1,003 with corresponding increase in pay rolls, that of November, 1920, reaching \$452,749 in wages alone—saying nothing about the other necessary expense which goes to make the transportation that serves your community.

"Of the 1,003 employees who make this city their headquarters, a majority of which are heads of families, thus contributing largely to the population of our community, and are making an honest endeavor to assist in building up such efficient transportation service, which, with the aid and good will of the public, should enable your community to enjoy transportation facilities which are unexcelled anywhere in the United States."

The following from the *Decatur* (Ill) *Review* of January 25 tells of Superintendent Shaw's meeting with employees at that point:

"Increased efficiency and necessity of courtesy by employees are two points now being brought out strongly among the employees of the Illinois Central Railroad by the officials of that company. The officials have been conducting meetings all over the system to impress these matters on every employee in every department. Superintendent C. W. Shaw held a meeting of this kind in the Illinois Central freight house at Decatur some days ago and every employee who could possibly be let off from work at the time, was released to attend. The result was that eighty-two employees were present.

"The result to be obtained is to keep the road in highest state of efficiency in order to give a service to meet the public desire. In order that the road may do this, the employees are impressed with the necessity of giving a full hour's service for a full hour's pay. They are further impressed with having in view at all times, the welfare of their company and to make the one commodity which the railroad has to sell, 'transportation,' a commodity which will prove popular with the public.

"Since the recent meeting in Decatur, Superintendent Shaw and other officials say there already has been a noticeable increase in efficiency and co-operation noted in work in Decatur."



DEPARTMENT OF STATIONS & TRANSFERS



**Do it right and prevent
freight claims**

→ **Check freight right**
Receive freight right
Load freight right
Bill freight right
Deliver freight right
Make exceptions right

**Do it right and prevent
freight claims**

Safety First

*Practice Safety yourself!
Others will follow you.*

Better be careful than crippled.

*It takes less time to prevent an
injury than to report one.*

*Any fool can take a chance.
It takes brains to be careful.*

*It is better to lose a minute in
avoiding a possible accident,
than a month in nursing an injury.*

*When others think of your
safety, why will not you?*

What M. of W Men on the Y. & M. V. are Doing for Safety

Lula, Miss., Jan. 12, 1921.

Mr. J. Crahen,

Supervisor Illinois Central R. R.,
Chicago, Ill.

Your letter today and also the 8th in regard to how I am going to handle the Safety First in the year of 1921. Do not know whether this is what you want or not, but will give you the best I have got.

I will not run motor cars to exceed the speed limit, which is 15 miles per hour and going through stations or approaching road crossings be ready to stop on sight if anything that may be on crossings or that may be coming across, also anywhere on the railroad will always watch for stock that may run up on track in front of car. Will not load any tools on front of car that may fall off in front, such as jacks, water kegs or anything that may wreck car.

2. Will keep all switches, switchpoints fitting all bolts around switch tightened and see that points have proper throw to keep trains from splitting them.

3. Will keep up my track to the best of my knowledge.

4. Will keep all road crossing signs up so they may be seen plainly by the public.

5. Will stop any stock or persons that may be coming across track in front of trains or motor cars.

6. Will keep all crossings in good shape so that stock or people will not hang feet in crossing plank.

7. Will take the best of care of company tools and material.

8. Will work my men so as to get a reasonable day's work and watch them to keep them from injuring themselves or one another.

9. Will watch passing trains to see if anything is dragging or anything that may cause train to have accident.

10. Will keep all stock off of right-of-way and all gates closed.

11. Will not allow my men to take any chances in front of trains.

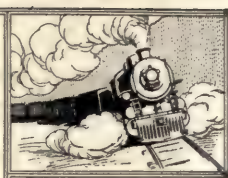
12. I will take care of anything that I may find that is not safety.

Yours respectfully,

(Signed) E. M. Sanders.



TRANSPORTATION DEPARTMENT



Service

East St. Louis.

Warehouse Foreman, Jasper, in handling shipment of Jelly, waybilled weight 30,575 pounds, rate 58.5 cents, freight \$178.87 loaded in I. C. car 21534, Vicksburg, Miss. to Argo, Ill. waybill No. 2332, January 15th, 1921, knew that carload minimum was 36,000 pounds, and rate did not look just right to him, so took original waybill to the Audit Revising Bureau and had them make a revision of it, which indicated that the correct minimum should be 36,000 pounds, correct rate \$1.00, and freight charges \$360.00, or almost double the amount assessed.

Chicago, Ill., Feb. 15, 1921.

Mr. A. E. Clift:—

For your information I quote below letter received from Superintendent Quigley under date of January 26th, from Contractor T. G. Womack of Kentwood, La.:

"Our Mr. T. M. James, who was sent by us as messenger to accompany an engine purchased by us from Grand Trunk Shops at Battle Creek, Mich., arrived at Kentwood on 21st. inst. This engine was delivered on your tracks at Harvey, a point near Chicago, Monday, the 10th., and was delivered to us in first class condition Friday, the 21st., notwithstanding the fact that engine was laid up at your shops at Carbondale from January 11th, 6:00 P. M. to January 12th, 2:00 P. M. for minor repairs.

"We consider this excellent service on the part of the Illinois Central Railroad, and wish to commend your men too for their active interest in trying to effect delivery at the earliest possible date.

"At the request of our Mr. James, we wish to mention the courtesies extended him by your employees. He tells us that instead of the trip being a long and tiresome one, it was really a pleasure trip on account of the whole hearted good fellowship of the railroad boys. We provided Mr. James with a sum of money to make this trip and thought possibly he would wire us for more money, but instead of that he turned in half of the amount given him. We asked him if he ate a square meal on the trip, and he stated that he was treated like one of the boys all the way down the line.

"We mention the above facts because we feel that such matters should come before the public, and we feel that it is an advantage to shippers or industries to be located along your line. With best personal regard, we are,

"G. E. Patterson
"Acting General Superintendent."

Madame Tetrzzini, the famous soprano and Grand Opera singer, who is now on concert tour of the United States, passed over the Kentucky Division, February 3rd, on train 102, in her private car "Ideal" enroute Memphis to Louisville, where she was booked for a concert, February 4th. On her arrival in Louisville, Madame Tetrzzini was interviewed by several reporters representing the Louisville daily papers. In the course of the interview Madame Tetrzzini spoke of her trip over the Illinois Central; saying to the reporters that "in all of her travels she had not experienced a more pleasant trip" as she had on that day from Memphis to Louisville. She especially mentioned the excellent condition of the right of way and the general appearance of the property, and paid a high compliment

to the courtesy of the Illinois Central employees, and to the easy-riding of the heavy train; saying that "altho the number of curves seemed unlimited and endless, her private car rode as smoothly as if on straight track." It is indeed very nice for individuals, even a railroad, to receive ordinary compliments at ordinary times, but to receive such an expression of approval at this time, from "The Lady with the Golden Voice", is indeed a compliment of the highest order, and testifies well to the general excellent condition of the Illinois Central, and especially to the excellent track on the Kentucky Division, and makes the employees of the Kentucky Division feel like they have done their part in upholding the Illinois Central's general standard of excellence. Since coming to Kentucky, Madame Tetrazzini has added "My Old Kentucky Home" to her repertoire.

Mr. J. D. White,
Train Master, Illinois Central R. R.,

East St. Louis, Ill., Feb. 11, 1921

Dear Sir:

We want to congratulate you and thank you for the excellent service afforded us on car Nc. 701271 C. M. & St. P. that we shipped to Julius W. Nicholes, Charleston, S. C., on January 22nd. This car was loaded on the Southern rails and delivered to you at 4:30 P. M. January 22nd. and from the records we have been able to secure over the telephone left East St. Louis just two hours and thirty minutes later in your fastest train 1st. section 251 arriving at Atlanta, Ga., 2:00 P. M. the second afternoon. For your information the car arrived at destination on the 26th and we consider this real service.

We are glad to know that you have overcome the difficulties which formerly existed locally here by reason of our cars having been delivered to you in a rather out of the way place, and we notice the movement of the last eight or ten cars has been very satisfactory in the terminals here, so far as the Illinois Central is concerned.

We hope you will keep up this good work and just as soon as business gets a little better we will probably be able to do considerable more for the Illinois Central than we have in the past, on account of the serious business depression.

With kindest regards, beg to remain.

Yours very truly,

Golden Grain Milling Company
J. J. Nevenor
Traffic Manager.

Car Efficiency

Agent C. K. Clayton, Pratt City, Ala., reports UTL 76088, containing oil for Standard Oil Company, received Pratt City and placed for unloading 9:00 a. m., January 24th, released 5:00 p. m. and forwarded empty 5:55 p. m., same date.

Agent C. K. Clayton, Pratt City, Ala., reports IC 36499, merchandise, received at Pratt City and set to house 9:00 a. m., January 24th, released and moved forward empty, 5:55 p. m., same date.

Agent C. K. Clayton, Pratt City, Ala., reports SF 12840, merchandise, received Pratt City and set to house 9:00 a. m., January 24th, released and reloaded with merchandise and car moved forward 4:09 p. m., same date.

Agent Issues Statement Based on President's Message

The following is a copy of a bulletin which appeared on the bulletin board in the Illinois Central station at Greenville, Ky., shortly after Agent W. G. Crawford had read President Markham's message to employees, printed in the January magazine:

"Greenville, Ky., January 21st, 1921.

"A WORD TO THE RANK AND FILE.

"I have just finished reading the front piece of the January issue of the Illinois Central Magazine, a message from our president.

"I wish that each and every employee

would read this message and that it would have the same absorbing effect on their minds that it has on mine. The result is I am prompted to say a few words to the boys who are in a position to carry out the wishes of our president.

"Mr. Markham has been very frank in this statement, telling us that it is his desire to stand by us. This, no doubt, means that in order for him to carry out this promise we are to stand by him in rendering 100 per cent efficiency.

"There are a great many ways in which we can be loyal to our president and making this transportation system a successful one. First, we want to consider that we are one great body of men and women striving for the same goal, friendship among employees, co-operation and team work. Let every set of employees be congenial. Let harmony prevail among us. When we have this, our work will be a pleasure, much easier and more profitable to ourselves and our company.

"A great many of us have the idea that the employee in another department should not have a voice in our respective departments. This is entirely out of order. Should a fellow worker, although he be a conductor, switchman, or whatever, offer us a suggestion toward the betterment of our service, let us give him due consideration and, if deep down in our hearts we find that his suggestion would help us in serving the public and the company, let us not hesitate to apply the remedy.

"Co-operation and team work among the various departments are very essential, as our president has to deal with all departments. To give him the co-operation which he is entitled to, to make success sure, each and every department must co-operate and work for the same goal.

"The agent, the ticket agent, the delivery clerk—in fact every employee in and around the station, from the agent down to the porter—can lend a helping hand toward securing new friends and patrons for the road. In order to do this, we must be courteous to the public. Let us make it a daily practice to do some little thing out of the ordinary to serve some passenger or shipper. While these little efforts on our part may seem a trifle, they may mean a great deal to the patron. In doing these deeds of kindness we make an everlasting impression, one that will not wear off. The result will secure for this company new shipments of freight, and when traveling our line will be used.

"Our success depends entirely upon the shippers. The shippers and their representatives are the ones we look to for our passenger business. I know of no better way of securing their freight and passenger business than to be courteous; not only courteous, but to bear in mind that we should make

special efforts to furnish shippers with cars promptly, see that their products are given prompt movement and, should a shipment be misplaced, use all of our energy to locate, advising shippers and consignees just when we expect to make delivery.

"We are told by the president that we must practice economy. I know of no branch of service which is in a position to do any more along this line than that of transportation.

"Our agents and their forces carry the check book of this company around in their pockets. We should be very careful on every transaction, such as receipting, loading and delivering freight shipments. For every shipment or package of freight we receipt for and fail to receive, for every shipment we give on a freight bill we are drawing a check against this company. Stop for a minute. Think of the enormous sum this company is paying out annually for claims. We are approving each and every one of these claims and by doing so we have direct access to the check book of this company. We should know that when we approve a claim or give a notation on a freight bill we are liable for the amount approved.

"A great many of you know approximately the cost of stationery and other supplies we use around the station. Suppose, when ordering our supplies, we knew that at the end of the month we would receive a bill the same as we receive bills for our living expenses, etc., would we shut our eyes and guess at what we need? I should say not. We would reduce our order to the minimum and then eliminate a great many articles that are not absolutely necessary.

"Notice our daily papers. Our president is daily advertising, calling for constructive criticism and suggestions. Should our people hesitate in handling their views with the president and bring them to you for consideration, do your best to send those applying for corrections of our service away satisfied. If you cannot handle satisfactorily, refer the matter to your superior officer for handling.

"Let each and every employee strive daily to do some little thing, something out of the regular routine, that will help to make this Illinois Central Railroad not one of the best, but the best, throughout the South.

"(Signed) W. G. CRAWFORD,
"Agent."



Purchasing & Supply Department

President Markham Makes Talk to Division Storekeepers

A meeting of the executive staff of the supply department was held in the office of A. C. Mann, vice president in charge of purchases and supplies, February 21, to discuss matters of interest to the department and outline policies for the present year. William Davidson, general storekeeper, presided.

Vice President Mann called attention to the many obstacles which had presented themselves in all lines of industry during the past year and which had culminated in the general lack of business during the fourth quarter. In company with all other railroads, a large stock of materials and supplies had been built up and the problem which now remains in the hands of the purchasing and supply department is the proper distribution of the stock of materials and supplies on hand to meet present needs and avoid further purchases. He called particular attention to the necessity of storekeepers constantly bearing in mind a very large carrying charge, necessary under present conditions on account of the large stock of material on hand, and impressed upon each one the necessity of thinking of this material stock in terms of money invested, rather than units of material.

During the morning session, the storekeepers were pleasantly surprised by a visit from President Markham and Senior Vice President Kittle, who were introduced to all present. Mr. Markham's informal remarks were peculiarly appropriate at this time, as he pointed out the conditions leading up to the present need for retrenchment in operating expenses and he very clearly indicated the part which the purchasing and supply department could play in carrying out the

policies which had been laid down. He called attention to his trip over the road last October at which time, on account of the rapid decline in traffic resulting in the falling off in finances, it became necessary to make reductions in the operating expenses in all lines. He had urged that such reductions as could be made should be made intelligently and carefully so that nothing had been done which had in any way permanently impaired the railroad property or the safety of travel. He spoke of the importance of team work in any organization; that any organization must have tools to work with and that team work supplies this demand.

The smoothly running machine on the Illinois Central is due to the men in charge having received their education on this railroad, and their loyalty to it, Mr. Markham said. He emphasized the necessity for the purchasing and supply department to watch closely the expenditures for materials and supplies as without such watchfulness it would be possible for large sums of money to be lost without any one finding out. His final admonition to the division storekeepers was to "Go back to work and by everlastingly doing the best you can, make this a good year for the Illinois Central."

During the day, the meeting was also visited by Vice President M. P. Blauvelt and General Superintendent of Motive Power R. W. Bell. Mr. Blauvelt spoke on accounting matters and the benefits derived from simplicity in accounting.

Mr. Bell called attention to several ways in which the storekeepers can assist the mechanical department through reclamation of material and the like.

Prompt Handling of Correspondence

By A. E. Walters, Assistant Division Storekeeper, Clinton, Illinois

One of the most important items in railroad work, and one which is lost sight of more frequently than any other is the prompt handling of correspondence. In a

great many instances important matters are handed to a subordinate to furnish certain information or relayed to another official by mail delaying the reply for several

days. This coupled with the necessary loss of time while letters are in transit frequently makes it a week or ten days after an inquiry is made until the reply has been received. During this time, no doubt, a number of clerks and stenographers have used valuable time writing letters back and forth before the reply is drafted.

Perhaps it would have been much simpler and easier to have called the person up on the telephone, secured the information necessary and answered the letter on the date on which received.

There is a great loss of time in handling correspondence due to writing letters to persons in the same building, when these same matters could easily have been handled over the telephone or by walking a few feet and could be handled personally with the other department. In my opinion

mail should be opened each morning and the office stamp placed thereon, the files attached and afterwards distributed to the different members of the organization for handling and all concerned instructed that all correspondence be handled or the necessary information placed on same and returned to the chief clerk in time to be handled the same day if at all possible. Naturally this could not be done where large reports or inquiries necessitating considerable research, are made. But by handling the simple matters promptly it will be found that there is more time available for the handling of the more important items.

If this is done it will prevent delays to correspondence which in many cases are costly to this company and could be avoided if the proper attention was given to this important feature.

Has Old Railway Certificate

September 15, 1918

From the Freeport Journal Standard

Dixon, Ill., Sept. 15.—Landlord M. E. Rice of the Nachusa Tavern has received from Attorney W. D. Barge of Chicago, the first certificate for \$10 purchase of stock in the Illinois and Rock River Railroad Company, now the Illinois Central. The certifi-

cate is No. 1 and is dated April 14, 1842, being issued seventy-six years ago. This stock was sold for the purpose of constructing the road. Mr. Rice has the certificate framed and hung in the hotel.

Things We Should and Should Not Do

Put a value on cheerfulness and see what interest you realize on your investment.

The only difference in mind between a monkey and a man is that the man reasons, the monkey imitates and does not reason why. Man imitates but not without reason.

If you imitate a man be sure he is one who will be successful

How honest you are decides how honest will be the next man. He sets his standard of honesty by yours. So it is every man's duty to let no unfairness creep into his policy.

Tell the truth. A man who tells the truth doesn't need to have a very good memory. But it takes a man with an exceptional memory to be a good liar.

We have confidence that the company will pay us. Is it always true that the company may have equal confidence in our integrity?

If you are perfectly sure that you can

produce more, and distribute more and save more by quarreling with your employer do it. But does anyone believe that quarreling pays?

Read what the public says about railroads and be ready to defend any criticism; if the criticism is due, assist to remedy. You can help.

The cost of material is still high; save all you can. Reduction in consumption will bring down the high cost of same.

Clean out your cabooses—you may find an over-supply of some item that will save the purchase of new.

Do not slight your work; you will feel better at the end of the day.

Let everyone help each other to get the work out. This co-operation will save a reduction in force.

Good-bye. Will see you in the April number.

CLAIMS DEPARTMENT

Is Self Preservation a Dormant Instinct?

By M. B. Rothrock

Claim Agent, Chicago Terminals

"Self preservation is the first law of nature," is an age-old maxim. If that be true, safety is inherent in every human being, but the needless number of accidents resulting in injury would indicate that this law is dormant in many.

After many years of association with and experience in personal injury work, during which it has been my duty to determine the causes, I am of the opinion that the prevention of injury rests primarily with the injured. Exceptions are admitted—say 25 per cent—but the other 75 per cent could be, and in my experience would have been, prevented by the exercise of a reasonable degree of care. Indeed, it seems that the human being to whom personal injury means most is the most reckless in prevention and most indifferent to consequences.

Animals, endowed only with instinct, manifest a high sense of care for their own safety, and in many instances that sense has been used to warn and protect human beings from danger. Did you ever notice, when driving a horse across a running stream or pool of water, that the animal would slow up and step cautiously until it had determined just how deep the water was, and whether there were any pitfalls? The wonderful and almost unbelievable acts of dogs, acting on their own initiative, are too numerous to recount. Kipling says that the elephant is one of the most sagacious of beasts, and mentions an occurrence where some employed at a mine shaft refused to go near it. It was found upon investigation that the lower workings had been flooded with water. The animals had sensed the danger, and by refusing to work communicated it to the men.

Now if animals endowed only with instinct to guide them in self preservation use that sense, not only for their own, but oftentimes for the safety of man as well, is it not reasonable to expect a higher degree of perception and caution on the part of human beings endowed with intelligence and the power to reason?

So much has been said and written on this question of safety and prevention of accidents, that it is nearly, if not quite, impossible to more than echo what has already been said.

To undertake to call attention to the multitude of conditions that might cause or contribute to an accident, unless circumvented by intelligence, would be tiresome. Each employee knows those pertinent to his special work, and it is the duty of each to exercise a high degree of care and thought for his safety. Likewise a great responsibility rests on each for the safety of others, and until we have fully discharged that responsibility, first to ourselves, and secondly to others, needless injuries, some resulting in temporary and others in permanent disability, will continue, carrying with them irreparable loss to ourselves, to our families and to society as a whole.

It may be said that physical and working conditions can and should be bettered. This is true, but nevertheless the principal effort must come from us. We are the ones who must suffer and the prevention is largely within our control. If the cause is carelessness, the remedy is care. Let us all exercise a little care, a little forethought in the discharge of our work, and the larger per cent of injuries will not occur. We must realize the personal responsibility resting on us, and not try to shift the burden of our safety to the other fellow, as is too frequently done. Be fair. The other fellow has himself to look after, and it is unreasonable as well as unfair to seek to place a responsibility on him that is properly our own.

No one wants to face old age crippled. One can conceive of nothing more sorrowful. Therefore to prevent such condition each should employ that power of caution and forethought which should be his naturally to its full extent.

A NEW SAFETY APPLIANCE

The use of gasoline motor cars during the last few years undoubtedly has saved the road department much time and labor in transporting its men to and from work, and these cars have become so valuable in general use that to go back to the old time hand car now would be, in comparison, like driving Old Dobbin to a rattle-trap surrey instead of speeding in a Ford model. However, the increase in service obtained from the motor

car brought with it a corresponding increase in personal injuries, it being an admitted fact that gasoline propelled cars at best are extremely dangerous. The most common accident results from a sudden slow-down from high speed, causing the men to lose their balance and fall in front, where they are almost sure to be run over before a complete stop can be made. But this common accident has now been practically eliminated by the adoption of standard safety guard rails as shown in the accompanying picture which has been supplied by S. B. Cowan, motor car repair man of Grenada, Miss. Mr. Cowan is enthusiastic over the appliance and is busily engaged in equipping all old cars with the guard rails, and applying same to the new cars as they are turned out.

There are 88 gasoline motor cars now in use on the Mississippi division, all of which will carry the new safety rail within a reasonable time.

CLAIMS DEPARTMENT HONOR JUDGE TAIT

James T. Tait, who recently was elected justice of the peace at Dubuque, has been presented with a mahogany office chair, a desk outfit and a pipe by employees of the Illinois Central as evidence of their esteem for the judge, who served more than twenty-six years as claim agent before his retirement. The presentation was made by Superintendent L. E. McCabe of Dubuque.

In a letter to Superintendent McCabe, expressing his appreciation of the gift, Judge Tait writes:

"Candidly, as times go on, I enjoy a good seat more than I once did, likewise I enjoy a good smoke from a good pipe. Seated as I hope to be in your more than comfortable chair, watching the curling smoke from the French briar pipe floating away in the dis-

tance, you, nor I, or no one can tell how many pleasant memories of my long term of service with the old Illinois Central and incidents connected therewith will float away with the smoke. My closest friend or companion will never know or have an idea of what these thoughts may be. They are in a measure sacred to myself. The ink wells however, will have a different mission. From these wells, pleasure will go to some and woes to others. To illustrate: the first duty it ever did was to send a poor devil to the county jail for ten days."



S. B. COWAN

Motor Car Repair Man at Grenada, Miss., showing a motor car equipped with the safety guard rails which are being used on the Mississippi Division.

Train Dances Are Featured on Steamer at New Orleans

The following news story from the New Orleans *Item* of January 18 tells of a dance special number named for the Panama Limited, featured in the parties aboard the new steamer, Capitol, at New Orleans.

"Those attending the nightly dancing parties on the new steamer Capitol, are enjoying the many new stunts and novelties being introduced in connection with the regular dancing program.

"The 'Train Special' known as the 'Panama Limited' is a unique specialty presented by Marable's orchestra. The conductor shouts 'all aboard,' the train bell rings, the whistle blows, and the drummer starts the train. Soon the dancers are speeding along at a great rate of speed; then the train slows down and finally stops, and the dancers 'alight.' It is the first time this feature has ever been introduced into a dancing number.

There are numerous other specialties that the orchestra introduces during the evening's program.

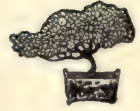
"The Capitol's orchestra includes two saxophones, a miniature sliding cornet and a banjo which are featured in many of the popular numbers.

"At the request of many of its patrons, the management has inaugurated a new policy for the winter months whereby the steamer remains at the Canal street wharf each night instead of the usual trip up the river. The complete dancing program is carried out at the wharf, starting at 8 o'clock as usual.

"Monday and Tuesday nights of each week are booked under the auspices of local organizations. Every organization night has been booked well into Lent."



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people 'how to live' ▲ ▲ ▲ ▲

Vaccination and Revaccination

Just as vaccination against Small-pox is necessary and vital, so when its protective influence has become exhausted, revaccination becomes necessary. The question of how long the protective influence of vaccination continues has been arbitrarily placed at seven years. This is based upon the belief that there is a complete bodily change in that time. However, it is now believed to be safer, owing to the varying influences which the body resistance is subjected, that five years is a long enough period. Indeed, when one is actually exposed to Small-pox an even shorter period than five years, and most physicians and nurses adopt the plan of having a revaccination whenever coming in contact with the case of Small-pox.

Opposition to vaccination has in the past as well as present times, caused much needless suffering and even loss of life. Anti-vaccination societies still exist and doubtless will continue to do so, despite statistical proof of the protective value of successful vaccination.

The reader is referred to the Illinois Central Magazine for February for facts on what vaccine is and how it is prepared today, as well as some other interesting facts concerning vaccination. The city of Chicago is just recovering from a serious epidemic of Small-pox. In order to afford proper protection it has been necessary for the Chicago Board of Health to issue strict instructions with reference to the revaccination of all persons who are not immune against this dread disease. General revaccination has, therefore, been carried out among the Illinois Central employes in Chicago territory and this work has almost been completed. The protection of the group of employes is of wonderful benefit not only to the individual employe, but also to the Company as a whole and the interest shown in the progress of this work on the part of the individual employe has been most gratifying. In fact, it is largely on account of this interest manifested and because of the necessity for this revaccination that has prompted the publication of further information along these lines, and this article is to be regarded as an amplification of that former article appearing in last month's

issue.

It is a remarkable commentary on present day civilization that some opposition to vaccination has always been encountered—this despite the fact that vaccination for the prevention of disease is now being practiced successfully, not alone for Small-pox, but also for many other diseases. The greatest benefit conferred by Medical Science to humanity is the protection of the individual against disease. Vaccination is proving to be the fundamental basis upon which this protection seems to depend. Many diseases which have heretofore been the scourge of the world are now amenable to control and prevention through vaccines.

The great benefit of vaccination or revaccination is that this protection can be produced with practically no danger. Improved methods have brought it about that this vaccination can be performed with sterile, harmless materials obtained from young calves, who have previously been inoculated with cow-pox. There is less liability of danger in this method over the old-fashioned plan of vaccination from one human to another. The effect of vaccination is to produce an increased resistance against the disease and there is usually but comparatively slight disturbance produced in the human system, even when vaccination is performed for the first time. With revaccination the reaction is very much less.

The protection afforded is complete for a varying length of time extending over a period of from several years, in many cases to a lifetime. The only way in which to test the resistive powers, is to submit to a revaccination. If the revaccination is not successful that person may be considered as immune from the disease. If the revaccination is successful, the reaction will be comparatively slight, and then the individual is free from all susceptibility. Consequently, it may be safely said with reference to revaccination that if the person is not immune, then the revaccination is indicated and there will be a slight reaction. On the other hand if the individual is not susceptible to the disease, if exposed, then the revaccination will not produce any reaction. Therefore, the safe procedure is to submit

to revaccination and thereby have conferred an absolute protection.

Excellent laws for vaccination have been passed in certain foreign countries, in some countries being required in babyhood and again in the later years of childhood. In these countries it is noted that Small-pox has been stamped out, practically none of the disease having occurred for the past fifty years. Vaccination and revaccination will absolutely wipe out this pestilential scourge of humanity, and it is to be hoped that Federal Laws will eventually bring about this desired result in the United States. The State of Kentucky has most excellent laws with reference to compelling vaccination and revaccination, and it is the opinion of the writer that within a comparatively few years this disease will be reduced to a minimum in that State.

If all persons were vaccinated against Small-pox, the disease would practically become a disease of the past, only a memory. As it is today, it is the person that refuses vaccination or objects to vaccination that causes the disease to be propagated and extended. Even with the anti-vaccinationists opposing their own interest, the decided benefit of vaccination has been proven. Small-pox by reason of the vaccination submitted to by the majority of the people has become a very much milder disease and is rarely fatal. At the present time the disease is rarely sufficiently malignant so that pitting of the face results. There was a time when this disease was so prevalent and so serious in Great Britain that the majority of persons that one met on the street had their faces pitted with this disease.

It may be a comforting thought to some persons who feel an apprehension towards vaccination and serum treatment for them to know that all vaccines are now inspected by the United States Government Health Service. This inspection is careful and thorough and is planned for the purpose of preventing any improperly made or impure

vaccines made being put on the market. Statistics of vaccinations performed under any and all circumstances show but one fatality in 65,000 vaccinations performed. In the Philippine Islands three and one-half millions of people were vaccinated through the agency of the United States Government and without a single fatality.

The reason that we do hear of a bad result occasionally is the fact that every person who has the least trouble with a vaccination promptly makes that the principle subject of conversation, and the information is widely disseminated through their telling, "What an awful arm" they have. On the other hand the hundreds of persons who have a normal perfect vaccination go on their way smiling and say nothing.

Sir William Osler, deceased recently and at one time the leading medical authority on Internal Medicine in America, once issued a challenge which, in part, was as follows:—

"I would like to issue a Mount Carmel-like challenge to any unvaccinated 'priests of Baal.' I will go into the next severe epidemic (of Small-pox) with ten selected vaccinated persons and ten selected unvaccinated persons, and I will make this promise, that I will neither laugh nor sneer when the unvaccinated take the disease, but will look after them like a brother and for the four or five that are certain to die, I will try to arrange the funerals with all the pomp and ceremony of an anti-vaccination demonstration."

Needless to say this challenge of Dr. Osler's was never accepted and it is most gratifying to see the growing confidence which is shown by the public in general in the advice given them by leaders of the Medical Profession. The old saying that, "Truth will prevail," is a safe axiom and in the mind of the writer it is simply a question of years when Small-pox will, through vaccination, be eradicated from the world.

THE SUCCESSFUL TRANSPORTATION OF FRUITS AND HOW IT CAN BE PROMOTED BY THE AMERICAN POMOLOGICAL SOCIETY

By Eugene F. McPike, Manager Perishable Freight Service, Illinois Central Railroad, Chicago.

(Presented before the Annual Convention of the American Pomological Society at Columbus, Ohio, December 2, 1920.)

Agriculture and transportation are of necessity interdependent. Their interests are so closely interwoven that, as has often been pointed out, the prosperity of each is attendant upon the success of both. In a large measure, therefore, they must proceed hand in hand in mutual confidence and work for the common good. The great importance of the agricultural development of a country like the United States is universally admitted. Recognizing always the supremacy of agriculture as the largest and foremost industry of the United States, the business of transportation is proud to claim for itself the second place.

The opening up of new districts for pro-

duction is pioneer work of the most lasting benefit and forms a unique monument which soon outgrows its original proportions. In all these projects the railroads have naturally and willingly performed their full part in spite of the tremendous difficulties in their way and the long years of patient working and waiting for the practical results of their enterprise.

Nature's law of compensation is never at rest, for it must operate continually, not to maintain but ever to regain the balance. No sooner are new producing districts brought into existence and large crops developed than the problem is complicated by the advent of pests or other adverse conditions, and so the endless struggle between construction and destruction continues. Without the assistance and devoted work of

trained horticulturists, pomologists, pathologists and others expert in matters agricultural, the battle oftentimes would be irretrievably lost by those engaged in trying to increase the nation's supply of fruits and vegetables:

The present paper, by request, aims to point out some of the ways and means by which the members of the American Pomological Society can help promote the fruit industry of the United States as a growing and valuable national asset. There is so much good and needed work in this direction which not only can be done but is already being done by the members of the American Pomological Society that it would have been much easier to have prepared a paper relating to the ways and means in which the society and its members could not assist in the solution of the large problem involved. Furthermore, a representative of the transportation interests feels as if he is carrying "Coals to Newcastle" when called upon to offer any suggestions to pomologists or to horticulturists as to how they can best promote the successful transportation of fruits.

We will all agree that we must be right before we can go ahead. Therein lies the secret of the successful transportation of products like fruit and vegetables, which owing to their inherent nature are very susceptible to damage by deterioration or decay. The use of modern and efficient methods of production and handling by growers and shippers has been almost exhaustively studied by representatives of the U. S. Department of Agriculture, various State Agricultural Experiment Stations and other agencies, public and private, including individual agricultural experts who have devoted their lives to that problem. All these are trying, with a large measure of success, to carry the message to Garcia and even to make him read it and take heed.

Fruits and vegetables cannot be transported in good condition unless they are in good condition in the first place. That is a necessary prerequisite. To insure the production of fruits and vegetables in the best carrying condition and the tender of them in that condition to the railroads for haulage is a problem involving many contributing factors in all which the pomologist and horticulturist must continue to lend an active hand. We may indeed very properly go so far back as the selection of the land or soil for particular crops so as to insure the best initial conditions for production. The selection of varieties best adapted to the local conditions, the treatment of the soil, cultivating, fertilizing, spraying, and all the many items which severally contribute their share to the ultimate success, demand and must receive close and constant attention at the hands of those qualified by training to give it.

But the work of growing and producing even if attended to in the most perfect manner does not end the story, for the results sought may still be defeated if the utmost

care is not used in picking or harvesting in such manner as to prevent or minimize bruising. Come in also the many problems of sorting, grading, handling and packing with due regard to the peculiar character of the products involved. These many important items must be properly handled before the products are put into shape to permit of safe transportation. One factor of extreme importance is the use of strong and suitable crates or other containers which are constructed to allow the necessary circulation of air around the contents and are of such materials or design as will prevent any breakage resulting from the weight of other packages on the top. Then the shipper, who may perhaps also be the grower, is responsible for the careful and safe loading, stowing, stripping and bracing of such products in carload quantities. It would obviously be impossible within the limits of these few informal remarks to attempt any description of the best and most efficient methods of loading, stowing, stripping or bracing different commodities. It is also essential that the shipper give clear, definite and legible shipping directions, which must be in accordance with the provisions of the carriers' tariffs applicable.

There are many different ways in which the interested shippers can be of great practical helpfulness in the promotion of successful transportation. The entire burden cannot properly rest, and must not be placed, upon the railroads, for this would be both unreasonable and unjust. The progressive growers and shippers are very mindful of the responsibilities resting upon them and have found by experience that the best results to them will come from their best performance of all that which they of necessity must do.

The question may be asked: "What have the pomologists to do with many of the factors just mentioned?" They have much to do with many of those factors and with regard to the others they are often able to impress upon the grower or shipper the absolute necessity of leaving nothing undone which will give the best promise of tendering products in good carrying condition for transportation. The real problem at issue is not merely the growing of good crops, but of conserving and making those crops most nearly available for the ultimate consumer. Therefore all concerned must co-operate closely to insure the results sought.

The situation in general contains many signs of hope and encouragement, in view of the already large proportions to which the fruit and vegetable business in the United States has attained. The records of the U. S. Department of Agriculture although incomplete show more than 584,000 carloads of fruits and vegetables were transported by railroads during the calendar year 1919. The actual figure was no doubt very much larger than that. Enormous as this business is now, it is easy to foresee that with the further growth of the country and population, the handling of fruits and vegetables must materially increase from year

to year. It has been and still is extremely difficult for the transportation companies to keep all their facilities fully abreast with the rapid development of the country. The railways have a large supply of refrigerator cars of which the number is being still further augmented, but they cannot be expected to own or operate enough of such expensive special equipment to take care of the maximum movement from particular districts or during limited periods of the year. The use of box cars, under certain conditions, to help out, is often necessary in order to move the crops. The prompt unloading and release of all cars at destination may seem to be an item of no direct interest to pomologists as such, but nevertheless it has a direct bearing upon the availability of cars in loading territories. Therefore the practi-

cal pomologist or horticulturist, interested in the ultimate results, will find or make opportunities here and there for saying a good word in favor of all reasonable means of economy and conservation, not only of the products themselves but of the transportation equipment and facilities, in order that the greatest good may accrue to the greatest number.

The railways on their part are continuing most actively to study the problems confronting them and are using all the means at their command to promote safe and successful transportation.

With every shoulder to the wheel, pushing vigorously, continued progress is inevitable. We must all keep wide awake and fight, ever forward, toward the goal, our own greatest good, the greatest good for all.



Traffic Department

Loyalty—Co-Operation

By W. E. Burke, D. F. & P. A., Sioux City, Iowa

The fellow who does not believe in co-operation should look at the action of a wagon when one wheel comes off.

After the many splendid articles appearing in The Illinois Central Magazine on this subject, bringing it again to the fore seems like mere repetition, and I do so with a full realization that it were somewhat like painting the lily, or gilding refined gold, so marked and noticeable is the loyalty of Illinois Central employes; but, as excuse for doing so I lean on that adage, "The World needs not so much to be informed as reminded."

To my mind the words Loyalty and Co-operation are synonymous; if one is true to his or her trust, there is no doubt of one's co-operation, and if one cheerfully works in harmony with superiors and fellow-employes, his or her loyalty is unquestionable. Similarly, and I feel sure I am not alone in this, to me the Illinois Central is not its cars and locomotives, its tracks and freight and passenger stations, and all those other mute evidences of material things used during the twenty-four hours of the railroad workday,—even though in them one may truly find one's inspiration; with only these to look up to and work with, I fear zeal and interest would soon flag and fealty be altogether forgotten, because of lack of sustained inspiration that must ever be, with Hope, the propelling power of all our efforts. Hence one looks, then, not to the tools, machinery and offices but to those who provide them,—your immediate superior, by all means, and then on and up to the department head, and still onward and upward to the very fountain head of our six-thousand miles of railroad.

Think of him often, and of his corps of faithful assistants in the persons of our vice-presidents, general manager, general superintendents in all branches and all other operating officers, and of our traffic manager and his assistants, and of all those in the mechanical and maintenance departments. He and they, as well as you and I, have their burdens to carry in the heat of the day, and of a severity from which we might well pray to be delivered. The best way of which I know to yield them 100% is to see that we accord it to each other. Helping the other fellow is truly a wonderful game, because to play it one has to be on the square; and this is true co-operation which, by the way, is

defined as "working together for a common object," and I know that with all of us that common end is the huge success of the Illinois Central Railroad.

I am certain the Lord's prayer is well known to all of us, but do we ever pause to think what it means? It is a social petition, an united appeal; you won't find a single "I" or "my" in it. When we pray "Our Father," and ponder those words, it implies our membership in a great brotherhood and that we "are subject one to another." This involves discipline, something to which everyone is amenable, beginning with the first breath of life and ending with the yielding of our soul to its Maker,—even death itself is a part of it. In everything that we do there is a measure of discipline, in our successes as well as our failures, in our joys as well as our sorrows. It is in labor that we learn to pull in the harness with others; it is there that we learn team-work and a host of virtues follows the learning of that lesson. But there is no delight in unwilling obedience; therefore, the helping hand should be extended cheerfully and ungrudgingly. With all there is to be done in a day this is not always easy, as the temptation comes to put aside some particular little job in favor of something easier; or, perhaps, because it is similar to many other jobs, that there is no special rush about it; that little devil Procrastination right there is trying to get in his work, but don't listen to him as he is dead wrong in suggesting to you that "this fellow is always wanting something;" it isn't "this fellow" who wants it; one of our officers, or a shipper, consignee or prospective passenger has requested him to get it and he is depending upon you for help in filling the order. You know, if the president alone could perform every job that has to be done on this railroad every twenty-four hours, he wouldn't need a single one of us, therefore, it behooves us all to continue being constantly alert, cheerful and courteous, to the end that each and every unit comprising this big system will function perfectly, thus insuring the required co-ordination of the machine as a whole. This done, we can withstand all attacks, especially from outside, for ORGANIZATION is a wonderful thing, as I am reminded by a story I read once and have never forgotten; those of you who have heard it will, I trust, pardon my

telling it for the enjoyment (and benefit) of those who have not. It happened down in Nashville, Tenn., a citizen of that place, with his family, had tired of living in the suburbs and having found the desired home in town were moving to it; the last load was on the van and the owner decided to ride with it, as the driver, a rather competent darkey, assured him he wouldn't be crowded. After they had started he soon found "Mose" quite adept with the whip, on which he had an extra long lash; every little while he would "make a pass" with it at something in the air or alongside the road; one time he picked off with unerring aim and force, a sparrow perched on top of a fence; next a butterfly hovering in the air tempted Mose and his whip and the former little caterpillar was no more; just to show how real good he was, he spied a snake sunning himself along the road; zing! down went that long lash and Mr. Snake just stayed curled up and checked out at once for Snake heaven. His marksmanship caused the man alongside of him to comment on it, which greatly pleased Mose and to such a point

that he began boasting somewhat of his prowess. They were rounding a bend in the road and just ahead of them the owner of the goods spied a big hornets' nest in a tree; he considered it a fine target for the driver's blacksnake, and expecting that he would surely bring it down badly broken with the first pass was keenly disappointed to notice the darkey driving on and, apparently, paying no attention to that nest; he suggested to Mose that was as good a target as he had had that day and asked him if he weren't going to wind up the afternoon's shooting with something just a little difficult and, maybe, exciting; Mose looked at him very solemnly and said, "Not ME boss, not on yoh life, deys ORGANIZED!"

The moral of that story is too obvious to require pointing out, but I do believe it is well worth while remembering, for if our loyalty is of the same brand as the hornets' it will be a source of strength to us when an otherwise considerate public becomes restive, as it does sometimes.

Carmichael Heads Local Committee

Succeeds Capt. C. A. DeSaussure of Railroad Association

At the regular meeting yesterday of the local passenger committee, composed of ranking railroad passenger officials of lines entering Memphis, R. J. Carmichael, assistant general passenger agent of the Illinois Central and the Yazoo & Mississippi Valley railroads at Memphis was elected chairman, effective March 1.

Mr. Carmichael succeeds Capt. C. A. DeSaussure, division passenger agent of the Southern Railway, who was elected March 1, 1920.

Mr. Carmichael is considered one of the best passenger men in the south. Members of the committee said after his election that, with his courage, tenacity and intelligence, they expect him to prove an important executive head of the committee, and under his leadership members believe the committee will be in a position to render valuable service to the public.

While Mr. Carmichael has been in Memphis about a year, he has placed himself in constant touch with the city's affairs from a transportation point of view.

"I am glad to be a Memphian," he said. "Of course, I am well acquainted with the city, having been connected with the passenger department of the Illinois Central for a number of years."

Soon after Mr. Carmichael was located at Memphis for the Illinois Central he be-



R. J. CARMICHAEL

gan getting himself together for the future. He started a campaign of education with the men in his department in order that they might cultivate the public's wishes and carry out their desires as near as possible. He has impressed upon them that it is the little things that count in the everyday life, and his slogan is please the public."

Through Mr. Carmichael's work travelers have begun to stop off a day while passing through Memphis. He has had issued railroad folders advertising the beauty spots of Memphis. Thousands of them have been distributed through his office and they have had a fine effect. As a passenger expressed

it recently: "I had heard of Memphis for several years, but was not interested enough to stop off and take a look at the city until I read the advertising matter distributed by the passenger department of the Illinois Central."

Capt. DeSaussure, say members of the passenger committee, has made a splendid chairman. He has been constantly in touch with the affairs of the organization and resigns because of heavy work in connection with his department of the Southern Railway.—Memphis, Tenn., *Commercial Appeal*.

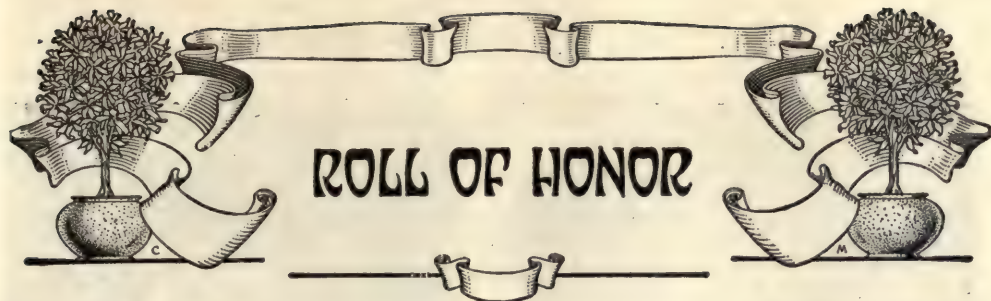


Business District.

Owensboro Ky



RESULTS OF VIOLATION OF RULE 813



Name	Occupation	Yrs. of Service	Date of Retirement.
Aaron Boul	Fireman, Kentucky Division	33	9/30/20
William Fischer	Section Foreman, Seward, Ill.	33	12/31/20
William M. McKinzie	Pumper, Bois, Ill.	23	12/31/20
James F. McNamara	Road Master, Dubuque, Ia.	31	11/30/20
J. Frank Gladson	Car Inspector, DuQuoin, Ill.	28	2/28/21
Walter M. Palmer	Engineman, Wisconsin Division	48	12/31/20

OBITUARY

The following deaths of Pensioners were reported at meeting of the Board of Pensions, held February 28, 1921.

	Last Employment	Date of Death	Term as Pensioner.
Charles S. Thompson	Commercial Agent, Traffic Dept.	1/30/21	3 years
Daniel Flynn	Section Foreman, Chicago Terminal	1/ 1/21	5 years
George Ives	Engineman, Springfield Division	2/13/21	7 years
Henry J. Laenhardt	Train Baggage-man, Illinois Division	1/30/21	8 months

JOHN BEEVER

Mr. John Beever, coach cleaner at Bloomington, Ill., was retired on a pension November 1, 1920, having reached the age of 70 years.

Mr. Beever entered the service of this company as section laborer on the Amboy district in the spring of 1899, where he remained for three years, when he was transferred as warehouseman at Bloomington, which position he held until August 6, 1916.



JOHN BEEVER WITH HIS GREAT GRAND-DAUGHTER.



They Run the City of Waterloo



N. W. FRISBIE
Mayor

The magazine presents herewith the pictures of two young men of the Illinois Central family; who have surrendered their positions with the railway to assume the leadership of civic affairs at Waterloo, Iowa.

Mr. Frisbie was elected mayor of Waterloo March 29, 1920, up to which time he had hauled the through passenger train as an engineer between Waterloo and Freeport for twenty years. Three days later he appointed as the chief of police in his administration Mr. Young, who had been in the service of the Illinois Central seventeen years. Mr. Young entered the Illinois Cen-



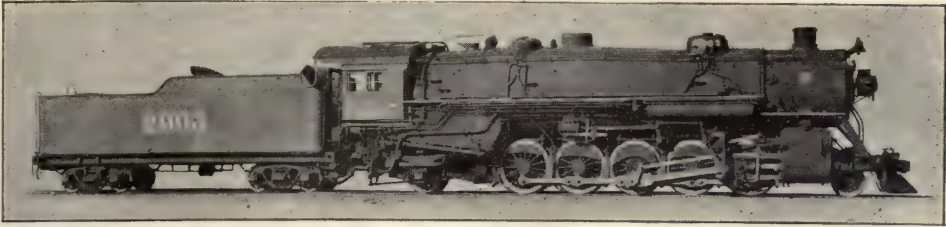
H. H. YOUNG
Chief of Police

tral service as a brakeman and nine years prior to his elevation to the police chieftancy he was promoted to conductor. Their administration of affairs in the industrious and thriving city of Waterloo has been a most able one. However, they are still regarded as members of the great Illinois Central family.

The city of Waterloo is to be congratulated upon the selection of so able a chief executive as Mr. Frisbie, and Mayor Frisbie in turn is to be congratulated upon his selection of so able an assistant as the present chief of police.



Central Type Locomotive



In the September, 1920, issue of this magazine a detailed description of the 2-10-2, or Central Type of engine was included. These engines represent the last word in locomotive construction.

For ready reference the following figures are given:

GAUGE OF TRACK	DRIVING WHEEL DIAMETER	FUEL KIND	CYLINDERS		BOILER		FIREBOX			
			DIAMETER	STROKE	DIAMETER	PRESSURE	LENGTH	WIDTH		
4'-8½"	63"	SOFT COAL	30"	32"	88"	190 LBS.	132½"	96¼"		
WHEEL BASE			MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION	TUBES & FLUES					
DRIVING	ENGINE	ENGINE AND TENDER			NUMBER	DIAMETER	LENGTH			
22'-4"	42' 2"	82'-10"	73800 LBS.	4.02	271 50'	2¼" 5¼"	20'-6"			
AVERAGE WEIGHT IN WORKING ORDER, POUNDS				GRATE AREA SQ. FT.	HEATING SURFACES, SQUARE FEET					
ON DRIVERS	TRUCK	TRAILER	TOTAL ENGINE		TENDER LOADED	TUBES AND FLUES	FIREBOX	ARCH TUBES	TOTAL	SUPER-HEATER
296500	29000	56500	382000	208600	88.2	4728	386	46	5160	1285
Tender, Type 8-Wheel				Capacity, Water 12000 Gallons				Fuel 16 Tons		

Tender, Type 8-Wheel

Capacity, Water 12000 Gallons

Fuel 16 Tons

For the benefit of those who have not had the opportunity to see these engines a cut made from a photograph heads this article.

Passing the Buck

By C. W. Titus

Never give an order or post a rule that may not be enforced.

If a rule is now in effect but is not being observed either enforce or recall it.

If an order is not obeyed or a rule is not enforced, the author of such a rule or order is the one responsible for its non-observance.

Do not ask for an answer to a letter by return mail unless the emergency requires it and remember that you, through your own shortcomings may be responsible for such emergency. You have no business disrupting the other fellow's routine by demanding the special service of placing reply to your letter "First out," unless your conscience is clear in the asking. Such reputation once established, you will have an infinite advantage over those who fail to "see the light." Remember the old fable of the boy who cried, "wolf, wolf!"

When you ask for an immediate reply, your responsibility doesn't end with the asking. SEE THAT YOU GET IT.

I have heard the question asked, "what

has been done about a certain matter?" and the reply was "well, we have repeatedly asked so-and-so for that information and he does not reply, so you see it's not up to us." How's that for a high pass? Yet this person has a peculiar elation, a sense of duty well performed, when he exhibited his record showing that he had "traced" for a reply. persistently, at stated intervals. I have not seen him for some time and I presume he is still "tracing."

Another thing, when you start out to do a thing, do it. By "do it" I mean finish it. "One thing at a time and that do well," may sound somewhat old-fashioned in these days of multifarious endeavor, but the man with a single track mind, who has integrity of purpose, will win out finally against the brilliant and ambidextrous individual, who is so busy doing many things, that he finishes none.

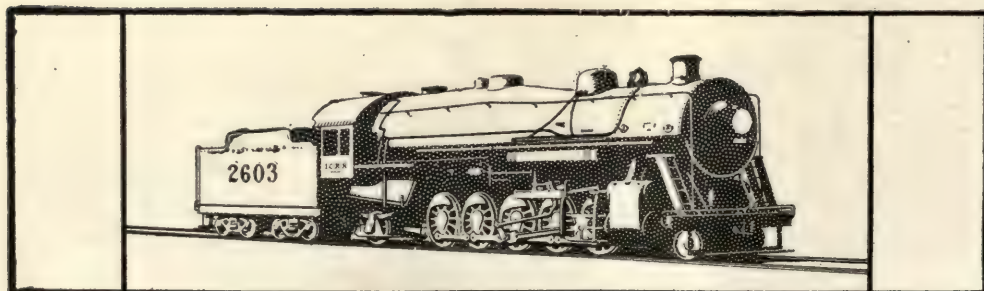
It may be a long run, but the former will beat the latter to the bumping post in the terminal, because the one passes the endurance test, while the other passes the buck.

Efficiency in the Observance of Signals By train and Engine Men

Analysis of the record of efficiency tests conducted on the Illinois Central System during the month of December, 1920, shows that there were 1,425 such tests made during this period, of which 1,380 showed compliance with rules and special instructions of the Transportation Department. Forty-five tests reflected failure to observe rules and special instructions. For the system, the percentage of efficiency shown in these efficiency tests was 96.8%, with 3.2% failures.

The table below shows the performance on each division:

Division.	December, 1920			
	No. Tests Made.	No. Observed Properly.	No. Failures.	Per Cent Efficiency.
Northern Lines.				
Chicago Terminal	73	73	0	100%
Illinois	89	75	14	84
St. Louis	123	119	4	96
Springfield	76	76	0	100
Indiana	59	54	5	91
Western Lines.				
Wisconsin	76	76	0	100
Minnesota	84	84	0	100
Iowa	52	52	0	100.
Southern Lines.				
Kentucky	133	129	4	97
Tennessee	174	169	5	97
Mississippi	103	100	3	97
Louisiana	133	126	7	94
N. O. Terminal	17	17	0	100
V. & M. V.				
Memphis Terminal	87	87	0	100
Memphis Division	83	80	3	96
Vicksburg Division	37	37	0	100
New Orleans	26	26	0	100
	1425	1380	45—3.2%	96.8%



Superintendent Hevron Addresses Mattoon Business Men

Superintendent J. W. Hevron of the Illinois division was the principal speaker at a dinner given by the Association of Commerce of Mattoon February 3. C. W. Hughes was toastmaster. Eighty business men of the city were in attendance.

The *Mattoon Journal-Gazette* gives the following report of Mr. Hevron's talk:

"Mr. Hevron said that considerable success had been made in instilling a spirit of co-operation among those who are employed, and that he felt that cordial relations between the public and the railroads was a necessary thing in the coming railway crisis. 'I am optimistic enough to believe that it will be properly settled,' he said.

"I believe that the public should be told how things are with us," said Mr. Hevron. "We took back the railroads into private hands after they had been put to the supreme test during the war, when cost meant little or nothing, but doing what had to be done. There was little time to stop and repair. When a freight car was not tight enough to take potatoes or coal, it was used for rougher work, and the repairs were not made. When we took the roads back, the average daily car mile for the railroads of

America was 22.3. On December 1 that had been increased to 28.6, which was the same as having 287,694 extra cars. Then the average tonnage placed on each car was 28.3, and on December 1 the average of the American roads had been increased to 30 tons, which was the same as having 104,942 cars."

"Mr. Hevron discussed the question involved in the farming out of shop work, and stated that less than two per cent of the car repairs had been placed outside the railroad shops and only one per cent of the locomotive repairs.

"When the public is familiar with the way the roads are operated, there will be fewer disputes between them," said Mr. Hevron. "The days of the 'public be damned' are past. Future success depends upon mutual appreciation and mutual co-operation."

"Mr. Hevron referred to the great expense of displacing the 8,000 grade crossings of the system, but endorsed a program of gradual displacement.

"The address was received with enthusiasm, and its bubbling good will was greatly appreciated."

Illinois Central R. R. Co. In 1855

As another news item for the St. Louis Division, I wish to submit the following figures from archives of the old freight house, Centralia, Illinois, which was recently torn down, same afford some very interesting and amusing facts as compared with the present day volume of business at that point.

For the month of October, 1855, the earnings were \$1,287.88, which amount included \$358.29 on company material, or \$929.59 on commercial freight handled; while the same month, 1920, there was handled at Centralia, a business amounting to \$44,253.44. Also figures kept for 1897 show that for October, the expense for services in the transportation department totaled \$1,829.44, this amount included agent, yardmasters, enginemen, foremen, switchmen and clerks.

I am attaching two receipts for freight received from the Illinois Central Railroad Company, dated June 22, 1855, and June 30, 1855, or sixty-five years ago, the penmanship of which is in itself somewhat peculiar, although in a high state of preservation. No doubt if these receipts could relate the story, they could tell us many interesting things doubt if we could set ourselves up sixty-

about what they passed through during the years 1861-1865 and a few years thereafter; of the H. C. L. which to us, a few years ago, would have made us sit up and take notice—but now, is a matter so commonplace that we refuse to give it much thought, can't be bothered with little things like that; or perhaps they could talk very interestingly about inflation and deflation of price adjustments getting back to pre-war conditions (through which period we are now so painfully passing), and I imagine some would be inclined to give that feature an attentive ear, but no doubt some of the smaller town "guys" would be quick to pronounce the advice as "old fogey" and call it an ideal and visionary dream.

These receipts are for merchandise, but am unable to say just how this freight was delivered—perhaps in an ox cart—but I believe it would be a safe bet that it was not delivered in a Nash, International or Reo truck. I have an idea that if one of these big motor driven vehicles of 1920, had come gliding down Main Street, there would have been several "funerals" to attend, the coroner's jury would have turned in a report "Died of fright." While all this is true no

five years in the future, there would be some "funerals" to attend, primarily caused from "fright." As sixty-five years from now, I fancy, I can see merchandise handled by not steam propelled trains, but by some kind of an electrical conveyor, and in making local deliveries from the station, it

will be in some kind of a highly electrified container, all the consignee will have to do will be to press a button, the goods will come hustling into his place of business not on double quick time, but about one hundred times quicker than that.

No.	June 22	1855
Received, in good order, from the Illinois Central Rail Road Company, the following Goods:		
2 Bops Hops Man 2 Bops Inds 4 Bops Cans 1 Bop Thos 1 Bop Linds 1 Bop Linds 1 Bop Bessets 1 Bop Lays 1 Bop Lids 1 Bop Lays 2 Bop Bessets 2 Bop Lays 1 Bop Lids 1 Bop Lays 1 Bop Lays 1 Bop Lays 1 Bop Lays 1 Bop Lays 1 Bop Lays 1 Bop Lays 1 Bop Lays 1 Bop Lays		
\$15.9/100	M. C. Kell	

No.	June 30	1855
Received, in good order, from the Illinois Central Rail Road Company, the following Goods:		
1 Bop Hops 1 Bop Lays		
\$16.9/100	M. C. Kell	

What Our Employes Can Do

By V. R. Byrd. Conductor

One of the most gratifying signs of the times is the closer relations that now exist between the public and the railroads of our country. For a decade preceding the war a hostile anti-railroad spirit prevailed which prevented the levying of rates sufficient to justify the railroads of the country to enable them to secure finances adequate to purchase new equipment necessary to handle an increased volume of business. Now that Federal Con-

trol has ceased and increased rates have been granted the common carriers, it is interesting to know that the railroads are making large expenditures for the purchase of new and up-to-date equipment necessary to handle their business, and I will mention the Illinois Central Railroad as the pioneer in that line. Always abreast and in many instances far ahead of the times, this company through its able president, Mr. C. H. Markham, has placed

orders for new equipment that amounts to nearly \$30,000,000.00, and many of the new cars and engines have already been delivered.

In my eighteen years' service with this company and the Y. & M. V., I find that the employees can do a great deal to bring about a closer relationship and feeling of mutual respect and confidence between the public and the railroads by treating the patrons and the public with the courtesy that is due them and I find that a courteous answer and a kindly reply oftentimes makes a firm friend for the company, whereas a gruff rejoinder and an indifference manifested by the employee results in the reverse. If I were asked what was the most valuable asset the road had other than the experienced men necessary to conduct their business, I would say a bunch of fellows whose motto was, "no trouble to answer questions." We can all do our bit towards making friends of the public by exercising a little courtesy which is due the public and I believe it can and will be done by the rank and file of our employees.

The Illinois Central was a competitor, not many years ago, for six trains to handle the Shriners from the southern states to Buffalo, New York, where the Imperial Council of the Order was holding its annual conclave. We got in the game a little late, but the

Illinois Central, as usual, came in ahead and were it not for a bunch of good fellows like the late J. L. Trimble, conductor on the Grenada District, Conductor A. C. Henry and Engineer J. B. Wilson of the Y. & M. V., the Illinois Central would have occupied the rear seat and not had a look in, and as it was we got the business and held it too, and if I am not mistaken the Illinois Central will have the honor and pleasure of handling the same six trains of Nobles and their wives and families in 1921 when the Imperial Council meets in Des Moines, Iowa. We gave them the swellest train that ever left the Grand Central Station, and we can do as well or better this year. We promised them good service and they got it. The many compliments paid the Illinois Central and its officials were well merited and justly deserved. The trains ran on schedules consistent with good judgment, and every person who went on the trip to Buffalo returned home loud in his praise of the prompt and efficient manner in which the six trains were handled.

This article is just a little reminder to my fellow employees to get back on the job and help us get the business. We have the engines and new equipment needed to handle any kind of an organization. It's up to us to get out and get the Shriners' Specials.




Tobacco Industry

Owensboro Ky.

Memphis Division Contribution to the Undernourished European Children

On January 26 the employees of the Memphis Division sent to Mr. Franklin K. Lane, Treasurer, European Relief Council, New York, a draft for \$1,000. Since that date \$233.41 has been collected on the same division. A cut of the certificate received by Superintendent Boatner follows:

	\$ 1000.00	Date Feb. 1st 1921	Certificate No. 287243
	EUROPEAN RELIEF COUNCIL		
	<small>AMERICAN RED CROSS KNIGHTS OF COLUMBUS JEWISH JOINT DISTRIBUTION COMMITTEE Y. M. C. A.</small>		
	<small>AMERICAN RELIEF ADMINISTRATION AMERICAN FRIENDS SERVICE COMMITTEE (QUAKERS) FEDERAL CHURCHES OF CHRIST IN AMERICA Y. W. C. A.</small>		
THIS IS TO CERTIFY THAT			
Employees of Memphis Division, Eastern & Mississippi Valley R.R.			
will entertain at his table until the next harvest			
100 INVISIBLE GUESTS			
from the 3,500,000 waf, undernourished, orphaned and debilitated children whose lives are thus preserved by America through this certificate.			
EACH \$10 SAVES ONE CHILD UNTIL THE HARVEST OF 1921.		EUROPEAN RELIEF COUNCIL <i>Herbert Hoover</i> CHAIRMAN <i>Franklin K. Lane</i> TREASURER	
Counter-signed By: <i>[Signature]</i>			
<small>THE OWNER OF THIS CERTIFICATE WILL CONFER A FAVOR BY MAILING A POST CARD TO THE EUROPEAN RELIEF COUNCIL, 42 BROADWAY, NEW YORK, ADVISING AMOUNT CONTRIBUTED AND NUMBER OF CERTIFICATE.</small>			

CHARLES G. DAWES, TREASURER, CHICAGO COMMITTEE, AMERICAN RELIEF ADMINISTRATION, EUROPEAN CHILDREN'S FUND, ACKNOWLEDGES RECEIPT OF CONTRIBUTIONS MADE BY ILLINOIS CENTRAL RAILROAD EMPLOYEES IN COOK COUNTY.

CHICAGO COMMITTEE AMERICAN RELIEF ADMINISTRATION EUROPEAN CHILDREN'S FUND	
CHICAGO, ILL., <i>2/24</i> 1921.	
<i>Ill Central R. R.</i>	
WE GRATEFULLY ACKNOWLEDGE RECEIPT, ON BEHALF OF THE AMERICAN RELIEF ADMINISTRATION EUROPEAN CHILDREN'S FUND, YOUR CONTRIBUTION OF \$ <i>3424.17</i>	
YOURS, CHARLES G. DAWES, TREASURER, CHICAGO COMMITTEE.	



THE WAYFARER

In the early days of the Wayfarer's apprenticeship to his vocation he served with a man who holds that a usable Christian name is one of the best advertising assets a man can have. He believes that the late Colonel Roosevelt had reason to be thankful that his name was Theodore, capable of that diminutive, "Teddy," instead of something, say, like "Stanislaus," and that the young rail splitter of Illinois was helped along the road to fame by being known as "Abe" to his friends, instead of "Mister Lincoln."

Our early mentor believes that Caesar's contemporaries doubtless called their warrior hero "Jule," and were encouraged in so doing by the old Roman himself, and that the associates of Alexander the Great probably referred to their compatriot as "Aleck."

In short, our vocational director holds the use of the given name, even shortened to the easy-rolling diminutive, a mark of respect, a familiarity to be encouraged.

The Wayfarer has been impressed with the number of members of the Illinois Central family who know and refer to their president as "Charlie" Markham and wonders whether Mr. Markham himself—pardon, "Charlie" Markham—would not approve, were he to express an opinion.

To be sure, it's not all in the name. There is something in a man's personality that brings out such a mark of respect from his fellows.

Col. Ed. L. Munson, chief of morale on the general staff of the United States army, says that in his belief the expression "Let's

Go!" was, among all those terms and phrases which originated in the khaki'd camps during the late unpleasantness, the moving slogan of the army. The Wayfarer disagrees. In our experience in the camps on both sides of the Atlantic, we offer "When do we eat?" as the most popular of the army phraseology.

Be that as it may, "Let's Go!" is an expressive slogan and capable of good use. Why not make it the moving force of the Illinois Central family during 1921? Surely the army will not object.

It is interesting in this connection to note the sloganized phrase which the *Chicago Tribune* is seeking to popularize: "1921 Will Reward Fighters." It's a bit unwieldy, but it says a lot in few words. Are you meriting the year's rewards?

The *Chicago Evening American* comes forward with a slogan which it proposes as a result of the Illinois Central grade crossing advertisement: "Heaven Is a Fine Place To Go To, but—'What's Your Hurry?'" It will be remembered that the *American* has been playing the "What's Your Hurry?" slogan, the invention of which it claims, in an effort to decrease automobile accidents.

In a recent trip over a portion of the Burlington Route, the Wayfarer observed the courtesy with which a Burlington dining car conductor handled his patrons. The car was not crowded and a timid, black-shawled old lady entered, inquiring for a cup of coffee. Did the conductor treat her with the *hauteur* with which dining car conductors are supposed by some to handle their less prosperous patrons? He did not. He welcomed her kindly, sat down beside her and wrote out her order and supervised the serving of her.

As we of the Illinois Central are setting out to show to our patrons that the word "courtesy" is more than an advertising phrase with us, can we not keep that conductor's service in mind? The Illinois Central never yet has been outdone.

The *Memphis Commercial Appeal* reports that there is little demand for cotton seed and predicts a greatly reduced cotton acreage in the South this year. The Illinois Central System has been a leader in the movement for diversified farming in the South and, while the present situation in the cotton market doubtless is largely responsible for the decreased cotton acreage, we can be proud that our policy is at last being vindicated.



Residences, Owensboro, Kentucky



Meritorious Service

CHICAGO TERMINAL

Towerman H. H. Evers, Harvey, has been commended for discovering and reporting something dragging under train 76, engine 1569, passing Harvey interlocker January 25. Train was stopped at Riverdale, and necessary action taken to prevent possible accident.

ILLINOIS DIVISION

Conductor H. J. Larson, Fordham, has been commended for discovering sack of mail on east side of north main, north of North Junction, January 31, extra 1597 south. Necessary action was taken to forward sack to proper destination.

Agent D. C. Trimble, Otto, has been commended for discovering and reporting hot box on car in extra 1515, February 14. Car was set out at Kankakee Junction. This action undoubtedly prevented possible accident.

ST. LOUIS DIVISION

Brakeman J. M. Boyle, Centralia, Ill., has been commended for discovering eighteen inches of flange broken on I. C. 141810, extra 1761, February 21. Necessary action was taken to have car set out, thereby preventing possible accident.

KENTUCKY DIVISION

Station Helper R. T. Cook has been commended for discovering break beam dragging under car of train 152, February 21, while passing the station at St. Charles.

Train was stopped and break beam removed, thereby preventing possible accident.

Assistant B & B Foreman George Jerles on February 25, discovered broken rail at the south end of the south approach to Tennessee River Drawbridge, and notified section foreman who removed rail. Rail had three and one-half feet of the ball broken out and was on a four degree curve. This action undoubtedly prevented possible derailment.

TENNESSEE DIVISION

Engineer C. M. Akin, Jackson, Tenn., has been commended for discovering and reporting eighteen inches of flange in Frogmoor Yard, February 1, after extra 887 had departed. Necessary action was taken to have train 887 stopped and inspected, and it developed I. C. 109693 with flange broken. Train was set out, thereby preventing possible accident.

Mr. C. A. Owen has been commended for discovering brake beam dragging, train 80, January 11, north of Bradford, and striking on switch point on north switch to house track. Necessary action was taken to prevent possible accident.

MEMPHIS DIVISION

Agent Monette, Inverness, has been commended for discovering and reporting brake beam dragging on coach 2022, train 525, February 9. This action undoubtedly prevented possible accident.



*Industries**Owensboro Ky*

SIXTY THIRD STREET OFFICE SPORTS

The bowling league is now completing its nineteenth week and from the looks of things it appears that the A. P. R. team will be the winners. Captain Pierce has a wonderful team, one that could win in any league as evidenced by their score of a week ago, in a series versus their nearest competitor. The score is shown below so that all teams, not only in this league, but along the whole I. C. railroad, may read 'em and weep:

Name—	1st	2nd	3rd	Total
Chalup	181	194	190	565
Bodie	196	192	180	568
Simon	168	169	148	485
Hengles	210	205	200	615
Pearce	220	188	216	624
Total	975	948	934	2857

This is the highest score in the league

this season and the A. P. R. are to be congratulated.

The Freight Claim team, in second place, is also a good team, but they did not have enough steam coming down the home stretch. However, the A. P. R. had to be in first place as we all know that Passenger moves faster than any other department in a railroad. Still A. F. R. No. 3 had a few aviators on the team, but they blew up before they got started, and have been up in the air ever since. Captain Henderson is just like Connie Mack—seeing better lights “next year.”

A. F. R. team No. 1 is now as good as any in the league, and it was only their want of a good fifth man that held them down. However, White seems to have filled this gap and with Does, Smith, Captain Heimsoth and Hanes they have been burning the league. Does has now struck his stride and in his present form he would give any bowler a good run for their money.

Captain McKenna of A. F. R. No. 2 team has surrounded himself with a pretty good team, but he still carries a weak sister. Devitt's and Beinsse's wife are regular attendants. They are both good sports, to let their hubbys bowl, as some people thought Art Devitt would quit rolling after he was married.

The poor A. S. A. team has gone to the dogs, having suffered the loss of Bausmith and Lamson with a bum hand. Captain O'Rourke is bowling as good as ever and though facing many hardships, at present he still carries that smile. Never mind, Ed, better luck next year. Maybe Jimmy Smith will start to work for the A. S. A.

Tersip of the F. C. A. team went wild March 1st, rolling .662. Pretty good for an old timer.

Below is the standing of teams March 1st:			
Team—	Won	Lost	Pct.
A. P. R.	45	12	.789
F. C. A.	35	22	.614
A. F. R. No. 1	32	25	.561
A. S. A.	30	27	.526
A. F. R. No. 2	25	32	.438
A. F. R. No. 3	4	53	.075

ST. LOUIS DIVISION

St. Louis Division office forces at Carbondale, Ill., have organized a “Trap Shooting Team” which may break all of the previous records of the Fraternity of Clay Pigeon Pulverizers some day.

The members of this club are becoming so familiar with the wiles and ways of the little clay discs that they feel willing to accept a challenge from any Division Trap Shooting Team, barring none, if the challengers are Bona Fide Amateurs and not too good shots. Road Master's Chief Clerk, L. L. Heilig, who has been honored with the presidency of the club, will be glad to receive communications from other division teams or clubs.

At a tournament which was held on Washington's birthday a real big time was enjoyed by the members of the club and the scores were as follows:

Shooters	Broke	Possible
Goddard	4	22
Clemans	22	25
Batson	14	23
McLafferty	9	24
Goetz	20	24
Kraatz	12	23
Heilig	22	25
Wallace	17	22
Hill	11	14

Members absent were Trammel, McGee, and Robinson.

On Saturday evening, February 19th, a double header basketball game was held at Palestine, Ill., by Illinois Central teams of Mattoon, Palestine, Newton and Evansville. Newton played Mattoon, the former being victorious; Evansville played Palestine, the latter being the winners, and then the two winning teams, Newton and Palestine “went to it” and after a real skirmish, Palestine came out on top. All those participating played a good game, and kept up a lively interest from beginning to finish.

From all reports the home team must have treated the visiting teams royally, and it is hoped there will be many more games of this kind.

EVANSVILLE RAILWAY LOSES TO GRAYVILLE

Illinois Central Quintet Puts Up Good Game But Loses By Score of 30 to 26

Grayville, Ill., Feb. 2.—(Special)—The Grayville Independents defeated the Evansville Illinois Central railway basketball team here tonight in a fast and well played game. The final score was 30 to 26.

The game was very good considering the low ceiling and small floor space. A large crowd attended.

It has not been decided whether Grayville will play in Evansville Saturday night as a curtain raiser to the Y. M. C. A. game with the Nashville Ramblers.

Line-up.

Evansville (26)	Grayville (30)
Miller	F..... Taylor
Shoemaker	F..... Robinson
Becker	C..... Wells
H. Townsend	G..... Ramsey
C. Townsend	G..... Johnson

Substitutions—Schmallmack for Becker; George for Miller.

Field goals—Miller, 1; Shoemaker, 5; Schmallmack, 5; Becker, 2; Taylor, 8; Robinson, 4; Ramsey, 2.

Foul goals—Robinson, 2.

Referee—Bodishpaugh.

NEWS of the DIVISIONS

CHICAGO PASSENGER TERMINAL.

We regret to record the death of Miss Olivia W. Jackman, ticket agent. Miss Jackman was employed on Chicago Terminal as suburban agent since June 1st, 1905, and had many friends in this service.

Have you heard who got married recently. Well, we will let you in on it. "Bill" Knight entered the blissful state of matrimony again.

Ticket Agents Alma Schwartz, Mary Hewitt and Catharine Sheridan are off account of sickness. We wish them a speedy recovery.

Ticket Agent DelCorral was struck by an automobile while crossing Michigan avenue at Randolph street on Feb. 22nd. She was taken to a hospital but it is not known how seriously she was injured.

Asst. General Yardmaster Kimble is again "on the job" after having his tonsils removed at the Illinois Central Hospital.

Suburban Conductor L. W. Morrison is spending a few weeks in California.

Rocco Pat, switch tender at Randolph street, spent Sunday in South Chicago at a wedding.



AGENT GUNTHER AND PASSENGER STATION EMPLOYEES OF OWENSBORO, KY. AND CREW OF NEW TRAIN WHICH CONNECTS WITH TRAINS 101 AND 102.

Yardmaster Wm. Britton, at Randolph street, is looking for a good box car as his rent has been increased so much.

Ticket Agent Helen Hankey, who has been off sick for some time, is reported to be improving very nicely. We hope she will be able to be back with us soon.

Agent Frank Walsh is contemplating a short trip to California with his mother.

Acting Trainmaster Guyton and Station Inspector Carroll attended the Funeral of Trainmaster Hamilton's father at DuQuoin on February 22nd.

Station Master Hovey spent a few days on his farm last week.

Office of the General Baggage Agent

Rumor has it that the company's genial tracer of lost baggage in the office of the general baggage agent has at last, in spite of his often asserted immunity against the charms of the fair sex, succumbed and is now a willing victim of Dan Cupid and his poisoned dart.

South Water Street Station.

Mr. Fred DeLong, car service clerk in the accounting department, has been absent from duty for the past several weeks because of serious illness. We all hope for his speedy recovery.

Mr. James E. (Spud) Murphy, is the proud father of a baby girl. Best wishes.

Mr. Peter P. Dobleskey, of the claim department, has recently returned to work after having been a patient at the government hospital, located at 47th street and Drexel boulevard.

Congratulations are extended to Frank Noonan and bride, who left Chicago for a honeymoon trip, February 5th, with New Orleans as the destination.

Messrs. Furlong, Carney and Sweeney returned only recently from a trip to Marenango, Wis.

Last but not least—Think, Talk and Practice Claims Prevention.

Fordham, Ill.

Car Record Clerk Kate Pipp has returned



Jeanette, Daughter of Victor Haninger, Car Order Clerk Fordham.

from New Orleans having enjoyed a few weeks' winter vacation with friends.

Car Record Clerk Anna Gibbons and Interchange Clerk Rose Benjamin presented Car Order Clerk Victor Haninger with a beautiful hand-made cape for the latter's young daughter, Jeanette, whose picture appears herein.

AUDITOR OF FREIGHT RECEIPT'S OFFICE, SIXTY-THIRD STREET

The Dictaphone Bureau

The Dictaphone Bureau bade farewell to one of its members, Miss Sophia Kasza, on January 1st, occasioned by her departure for Springfield, Ill., to enter the Sacred Heart Convent at that city.

Miss Kasza has been in the employment of the Illinois Central for several years, and her genial disposition has won the appreciation of all who were privileged to meet her, and whose best wishes follow her for success in the career she has selected.

Katherine is evidently not an exponent of the "Evolution of Man." When asked to run up the blinds one day, she replied: "No thank you, none of my ancestors were monkeys."

Elliott-Fisher

Miss Anna Mallow spent the holidays at Smithfalls, Canada, with relatives.

Helen Smith certainly made the best of leap year. According to her own confession, she is in deep water; not knowing whether Omaha or Chicago will be her future home.

Miss Anna Pahl, E. F. Opr., was run over by a truck at the corner of Halsted and Sixty-third Sts., but escaped without injuries. We hope hereafter, she will, when crossing the street, observe vehicles and not let her mind wander toward Decatur.

Miss Jean McPherson returned to her duties as E. F. Opr., after an absence owing to the death of her father.

Is wheat a grain product? was a question recently asked.

Why does the second clerk of the E. F. Opr's. spend her vacation in Detroit now, instead of in St. Louis?

We regret to say that evidently Miss Evelyn Reed will not be with us long. For further information inquire at Fordham Yards.

In order to relieve the anxiety of all the girls, we have been perusing the kissing articles in the "Herald-Examiner." Permit us to alleviate their worries. This is a kiss. "An anatomical juxtaposition of two oviducularis muscles, simultaneously contracted."

Miss Katherine Evans and her mother, saw Chauncy Alcott, Saturday afternoon in "Macushla."

Miss Marjorie Gilkerson made a trip to New Orleans last week.

Calculating Bureau

We have heard that domestic science professors are clammering for Bessie Higginbotham's baked fudge recipe. For particulars see Bessie.

Mary Maloney (American Born) is still fighting the English.

Mildred: You are fully aware of the seriousness of a hope chest creaking under the load of prospective household goods.

Waste paper baskets may be used in the calculating division for a variety of purposes. Wm. Van Schaik, our famous office boy demonstrated the versatility of one of these baskets by losing his equilibrium and walking out enmeshed in the glad reeds. He says he sympathizes with poor Moses who was done up in a basket.

If business is good, things look rosy for Florence this June. Can you imagine?

Interline Received

One of the dark horses of the presidential campaign or convention of 1968 arrived at the home of E. B. Rich, on January 4, 1921, in the person of Robert Rich.

None but the immediate family were present to welcome the notable, and we are sure that friend Rich's time will be much occupied entertaining the visitor.

The Bowling Team was in a bad way, and found itself slipping until Walter White arrived. Walter certainly can sail into them.

Tracing Bureau

Mr. Stork paid a visit to the home of Mr. A. Wigginston recently, and Mr. Wigginston was presented with a baby girl.

Miss Alice Johnston, who has been very ill for some time, has resumed her duties, and is plugging along cheerfully.

Our sincere sympathy is extended to Miss Ruth Carlson, in her bereavement caused by the death of her father and sister.

Dining Car Department

Deah Brethren an' Frien's:

Ah'se been asked to rite up dis heah depa't-mint, an' bein' as I al'as wants to be a releaf to othah folkses bu'dens. Ah hab gladly giben my approbal to de sejest'on.

In de fust place Ah wants to git one ting off'n my mind; dat is dat dat der' Tennessee divishon hain't got nothin' on dis heah depa'tmint fo' names, fo' we's got 175 poun's o' L. STOCK on ouah han's, we's all had MERIWETHER aroun' heah fo' some time, as you all know, an' we can C. A. CASTLE mos' any time we wants to. Howsomebah, de boys don't all want to run in to C. A. CASTLE very of'n, 'cause he'd be inspectin' dem instead ob dem inspectin' him.

Now while de above is impo'tent, yet Ah wants to come to de mos' impo'tent ting ob all befo' de printah goes mad wid' my hyroglyphics; dat is de sad news dat we are losin' fo' an extended leab' ob absense only, we hope, our

belobed frien' an' brothah an' Chief Clerk, "Smilin'" Billie Elliott. Mistah Elliott was de genah' 1 info'mation burro ob dis depa't-mint, an' aftah carrying much ob detales ob mos' eb'ryting on his shouladahs fo' de pas' ten yeahs, he is in need ob a good long rest. So by de time dis is in print if it is printed, he may be in Califon'ie or Arizon'ie. De gals an' boys remembahed him wid enuff to buy a "Tin Lizzie" to make de trip, but he may invest dis in a lemon grove instead, fo' which he was very grateful, aldo' he ain't supposed to know anyting about it up to dis ritin'. We don't know ob any greatah honah we could tendah him dan to pahmit his likeness to appeah heahin, but he is a modest gen'man, an' nevah had a pitchah taken in his life, an' it was too late fo' us to snap shot him befo' sending dis in to magazine.

His successah will be Mistah T. S. "Whis'-lin" Robinson. De boys all say dat Mistah Robinson shood ha' benna Skoolmars'er, 'cause he al'as wants to be a holdin' spellin' bees; so countin' in his military 'sperience he ot to be able to hol' his own as Chiefie ober us all. We s'pose de reason he didn't foller his vocashun as Skoolmars'er was because he coodn't consis'enly whis'l' during study hours, but he can hab his own way now, an' we all wish him success, an' know he'll make good. Mistah Robinson is a well bilt gen'man, an' able to stan' de strain fo' sometime, an' when you all call up on de phone an' want to know somethin', you can 'spect him to talk back to you all in a very curteus an' pleasing way, an' you'll want to call up again.

Please excuse any oblitahrasuns or misgrammahfications, but Ah am shuah dat de high class ob people wat read dis book can fadom to de deepest resources ob intellec'l hypot'esis.

ILLINOIS DIVISION Champaign

Messrs. Vernon Johnston, William Sullivan and Louis Sands were Chicago visitors on February 18th and while there attended the Meyers-Prehm match.

Misses Lona and Blanche Lawson spent the week-end in Bloomington, Ill., visiting relatives.

Bunny Truitt, trainmen's timekeeper, has been a visitor at Kankakee at different intervals during the past month.

"A Bit of Romance." They tell of a brakeman on the Champaign District who was cut off the board recently on account of reduction in force. Said brakeman is using his time in building a bungalow. Why blush, Zoe, are you interested?

Lacey Brown was a business visitor to Philo last week.

Division Accountant E. F. Kremer and Accountant W. J. Sullivan attended the accountant's meeting in Chicago last month.

We are very sorry to have Accountant Sidney Watson home sick. Hope he will be back to work in a few days.

A crowd of superintendent's office force tried to surprise Miss Lona Lawson on her birthday but she was too foxy so we let her in on making the sandwiches. We'll bet she wished she hadn't found out.

Mickey O'Byrne and Harold Pingborn believed that the saying "The first hundred years are the hardest" was written especially to apply to the new Freight Train Performance Report.

Miss Helen Brown, our first trick telephone operator, has been off duty for the last ten days account of illness.

Our genial Roadmaster, Mr. J. L. Downs and wife, have just returned from a two week's vacation which they spent visiting friends and relatives in Memphis, Vicksburg, and Savannah. He reports having had a very pleasant time during his sojourn in the South.

Supervisor of Signals S. C. Hofman, and wife are enjoying a two weeks' vacation visiting friends and relatives in Missouri.

They say nobody loves a fat man. Nevertheless we are in receipt of recent information to the contrary from the vicinity of Manteno, which place now seems to vie with Gibson City in popularity with our jovial B. & B. Supervisor, Mr. J. J. Sekinger.

Instrumentman A. Paul Cunningham is the proud father of a ten pound junior engineer and cigars were in order. Come again, Paul!

Several of the office force have noticed that Roadmaster's Chief Clerk, Mr. T. E. Neary, spends considerable time gazing at the display windows of our local furniture stores. We wonder why?

Road Supervisor's Clerk, Mr. J. W. Bostian and wife, spent Sunday visiting relatives in "Egypt."

Road Supervisor George Washington Shridder has lost the services of his valued clerk, "Hatchet" Pease, through his return to school. He was succeeded by "Cherry" Mooney.

Supervisor of Signals' Clerk, "Preacher William" Pease, spent the week-end with home folks in Neoga.

Supervisor of Signals Hofmann and Foreman of Water Service Meskimen have been holding a series of educational meetings at various points on the Division which were of a very interesting nature.

Miss Viola Monahan, stenographer in Roadmaster's office, spent the week-end in Chicago. Was that all you spent, Viola?

Mattoon Freight House

Leslie Fye, receiving clerk, spent ten days in Florida sightseeing during the month of January.

Our genial cashier, "Chubby" Welch, and wife spent Sunday in Gillespie visiting friends and relatives.

Mrs. E. L. Olmstead, abstract clerk, made a week-end trip to Chicago recently being called there by the serious illness of her grandmother.

Mr. M. Dorsey, freight agent, spent a very delightful Sunday with his daughter, in Paxton.

The employees of the freight office were very much pleased to receive a call recently from G. E. Patterson, General Superintendent; J. W. Hevron, superintendent, and C. W. Davis, trainmaster of the Illinois Division, and H. J. Roth, superintendent, and C. A. Keene, trainmaster of the Indiana Division. Come again.

J. W. Hevron, superintendent, was in attendance at the regular monthly meeting and dinner of the Mattoon Chamber of Commerce, February 3rd and gave a very enjoyable talk.

Neal Daugherty, receiving clerk, with his family, is enjoying a much needed vacation and is basking in the sunshine of Live Oak, Florida.

A. Spiker, trucker, is also enjoying the sunny South in a visit to Live Oak, Florida.

Mrs. Geo. Fye, wife of freight house foreman, is spending a few days in Detroit, Michigan, the guest of her daughter, Mrs. Hartley.

Mr. Dorsey made his regular trip February 17th over territory from Mattoon to Centralia, interviewing agents and checking stations.

ST. LOUIS DIVISION

Trainmaster J. D. White, East St. Louis, paid the division office a Valentine Day call. Call again J. D., always glad to see you.

Mr. W. H. Putcamp, who has been assistant roadmaster for the past several years on the St. Louis Division, moved his family from Carbondale, Ill., February 19, 1921, to Antioch, Cal., where he will make his future home. Mr. Putcamp and family have resided in Carbondale for a number of years and have made many friends here who shall cherish in their minds the many kind and helpful things from the Putcamp family. Mr. Putcamp worked for many years for the Union Pacific Railroad, and understand he has considerable property in California.

Trainmasters W. R. Givens, Mounds, Ill., and F. T. Gibbs, Centralia, Ill., dropped in



GIRLS OF CLERICAL FORCE, SUPERINTENDENT'S OFFICE, CARBONDALE, ILL.

the division office for a few minutes February 15th.

The "ground hog" sure saw his shadow, but that does not discourage division office girls in the least. They are posted on all the latest spring, easter, mid-spring, late spring and early summer designs and fabrics.

Mr. C. H. Dorman, traveling auditor, on the St. Louis Division for the past two or three years, left February 17th for New Orleans, La., to take up his duties in the same kind of work on that territory. Mr. Dorman has made many friends on the St. Louis Division and we wish him success, which we are sure he will have, on his new territory.

Miss B. B. Schuler, clerk for Trainmaster Givens, Mounds, took a little outing to Chicago on February 14th and 15th.

It is with much sorrow, indeed, that we report the death of Mrs. Wm. Costigan, wife of Road Supervisor Costigan, Carbondale, Ill. She died at Holden Hospital, Carbondale, Ill., February 6, 1921. Mrs. Costigan made friends by the score and kept them in like numbers, and we extend our deepest sympathies to the bereaved family.

William Baggett, clerk, Carbondale, freight office, has been in Holden Hospital for the

past several days, but is now getting along nicely and expects to be back on the job soon.

Accountant Julia Stearns is back to work after waiting on her mother, who has been very ill.

Understand Accountant E. B. J. Bush has recently purchased a new home, and that M. L. Foley, assistant chief clerk, intends to go to housekeeping in the flats vacated by E. B. J. It's a grand and glorious feeling "Mike."

Geo. Starkweather, agent, Dowell, was in Carbondale, a little while February 16th. George recently resigned as supervising agent, St. Louis Division, to take the newly created agency at Dowell.

Master Mechanic L. A. Kuhns, East St. Louis, was in Carbondale for a short while February 17th.

Income tax is again due. Don't flirt with Uncle Sammie, but just go across town and square your account, it will save you grief in the long run.

Mr. L. J. Joffray, general fuel inspector, Chicago, dropped in at the division office February 18th, to see us. We are always glad to see Mr. Joffray.

Material Clerk Chas. Johnson has been holding a very stiff neck for the past three or four



CONDUCTORS' QUARTET, ST. LOUIS DIVISION.

weeks. Boils, however, is the cause.

Roadmaster J. W. Kern was in Centralia February 17th on business.

J. L. Marley, traveling inspector from Supervisor of Weighing Goe's office, Chicago, was on the St. Louis Division February 19th. Mr. Marley recently lived in Carbondale.

Miss Helen Foley, stenographer, in the superintendent's office, spent Sunday, February 20th, with friends in Grand Tower, Ill.

ST. LOUIS DIVISION.

St. Louis Division takes pleasure in presenting to the readers of the Illinois Central magazine the famous conductor's quartet. These boys have acceptably entertained numerous gatherings of the O. R. C., and it is reputed to be the only organized quartet from this order in the United States. Their services have been in great demand during the series of initiations that have been in progress for some months. They were at Clinton, Ill., February 13, and in all probability will attend the big blowout in Denver, March 30. They work in connection with the famous Woodlawn degree team of Chicago.

They are from center (sitting) and left to right:

Conductor C. T. Harris, manager. Began railroading with the Northwestern railroad in Chicago in 1871; came to the Illinois Central at Centralia, Jan. 23, 1895. Is a passenger conductor and has been railroading for fifty years.

Conductor Fay Armstrong. Began railroading with Illinois Central, August 25, 1911; made a conductor June 27, 1917. Has been railroading ten years.

Conductor H. G. Adams. Began railroading in 1898. Clerk two years, then braking. Made a conductor in October, 1907. Railroading twenty-three years.

Conductor H. A. Maxfield. Began with Illinois Central in the store room in 1899. Braking 1901. Made conductor in October, 1907. Railroading twenty-two years.

Conductor J. R. McFarland, extra passenger conductor, Illinois Central. Began railroading in boiler shops in 1893. Went to braking in 1900. Made conductor in 1902. Served three years as night yardmaster in Centralia. Has been railroading twenty-eight years.

SPRINGFIELD DIVISION

Superintendent's Office

With arrival of the new 2-10-2 type engines which are coming to us with a very certain degree of regularity, it is quite amazing to all of the officers the interest that is being manifested by employees in learning the detailed operation of these engines. They have been considerable attraction to the citizens of Clinton as well, and an overflow crowd has made trips to the roundhouse to view the engines.

At the intermeet of the Rotary Club, Clinton, a delegation of Springfield business men made the trip to see these engines, some of which were mechanically inclined and pronounced the engines the latest word in locomotive construction. The interest manifested by the employees goes without saying, that the engines will be a complete success when placed in full operation.

Miss Elsie Vollrath, formerly stenographer in the trainmaster's office at Clinton, and O. W. Stewart, were married in St. Louis, Mo., Wednesday, February 23rd. Mr. and Mrs. Stewart will be at home after April 1st, at Clinton.

Miss Helen Benson visited friends in Villa Grove, February 13th.

Marion McClelland has accepted a position as clerk in the superintendent's office.

Mrs. David made a business trip to Bloomington recently.

A miscellaneous shower was given by Misses Olive Draper and Julia Coffey at the Draper Apartment, February 14th, in honor of Miss Elsie Vollrath. The home was beautifully decorated in hearts and flowers and a dainty luncheon was served. Miss Vollrath was the recipient of many pretty and useful presents.

Quite a number of the depot force attended the play "Irene" in Decatur Thursday evening, February 24th.

Chief Accountant R. Warrick attended a meeting in Chicago, Thursday, February 24th.

Accountant Dean Moore and wife spent February 22nd with friends in Chicago.

Dispatcher H. S. Macon has been off duty for some time account illness, but we are glad to see him across the table once more.

Mr. H. O. Williamson has gone to Rantoul to relieve Dispatcher Thorne for a few days.

Mr. O. S. Jackson has been relieving R. R. Hollis, who has been ill.

E. H. Smith, first operator, Decatur, and wife have just returned from three weeks' trip in Florida.

Springfield division handled two train aviators St. Louis to Rantoul during past week.

Springfield division again enjoying a good movement of oil from L&M, Mt. Olive, received 37 cars 6 a. m., February 22nd, which were handled to Clinton in five hours thirty minutes. Thanks to Engineer Shell, Conductor Baughman and crews.

Fifty-seven oil out of E. St. Louis recently, 3,100 tons moved from Glen Carbon to Clinton in eight hours thirty-five minutes. Engineer Jeffries, with engine 1552 and Conductor McMahon and crew, handling train. Good work, let's keep the good work going.

It is interesting to note that the movement of manifest and time freight trains are being given a great deal of attention by

all on the Springfield division. We understand that all manifest trains on the Springfield division for 10-day period February 10th to 20th inclusive maintained running time or better, except three.

Passenger Conductor C. P. Freeman, who was injured several weeks ago due to falling down stairs at his home, is improving.

Brakeman Willie Gambrell has resigned from the service and will locate permanently in Corbin, Ky.

Conductor M. J. Kennedy is out of service, account sickness.

Thos. Duke, train baggageman, has gone to New Orleans on a short vacation. Mrs. Duke accompanied him.

W. H. Armstrong, engine foreman, has returned to work. "Army" was off duty week or ten days account blood poisoning.

Conductor J. C. Walraven has gone to New Mexico for benefit of his health.

Passenger Flagman F. C. Sallee has been granted leave of absence and will spend the time in Hot Springs, Ark.

Chester Howard, brakeman, has been serving as a petit juror in court at Springfield, Illinois, during the past three weeks.

Clinton Shops

Wm. Lane and wife are spending the winter with their son and family in Los Angeles, California.

Mrs. Albert McKee made a business trip to Springfield, also visited with her daughter in that city.

Mrs. Schell Samuel is spending a week with her parents in St. Louis.

Miss Flo Drago of the master mechanic's office transacted business in Bloomington.

Mrs. James Mackin, daughter and son have returned to their home in this city after an extended visit with relatives in Creston, Iowa.

Robert Knight and wife expect to leave within the near future for an extended trip to Omaha, Nebr.

William Fry has returned to his duties as foreman at the coal chute after an extended illness at his home.

Wirt Ford, boilermaker helper at the Clinton shop has returned to his duties at the shops after being absent two weeks with a sprained ankle, which he received in an encounter with Special Officer Lock Richardson.

Engineer John McIntyre has been promoted to position of travelling engineer on the Springfield division.

Record Clerk Hickman, of the car department, has returned to his duties after a visit to Chicago and the Woolworth stores.

Road Department

Mr. Harry Miller, clerk in roadmaster's office, visited relatives in Winona, Miss., last week.

Miss Elizabeth O'Brien, clerk to super-

visor at Pana, spent the week-end in Clinton.

Roadmaster Boland, of the Wisconsin division, was a caller at this station Thursday, Feb. 24.

Signal Maintainer Frank Lynch was in Maroa Monday on company business.

Signal Supervisor C. F. Weld is making an inspection of the Indiana division this week.

Resident Engineer G. C. Harris has returned to Clinton from Freeport where he spent several days.

Mrs. F. T. Kraft, wife of instrument man, is visiting in Ottawa, Ill.

Mr. J. W. Staehle, formerly employed as rodman on this division, but now of Memphis, Tenn., spent several days recently in Clinton.

Mr. Marion McClelland, formerly employed as rodman in the engineering department, has accepted a position in the office of Superintendent Shaw.

Mr. P. V. Grimes, water service foreman, was in Marine Monday on company business.

Mr. J. J. Ryan, water service repairman, Springfield, visited friends in St. Louis recently.

Mr. W. Watt, who is employed as water service foreman at Clinton, will be transferred to Ramsey in the near future.

Mr. Wm. Sylvester, clerk in supervisor's office, spent Tuesday in St. Louis.

Section Foreman C. McKinney, Clinton east yards, recently visited the county offices and paid his income tax.

Motor Car Repairman B. J. McAbey will take a leave of absence effective March 1st and will visit in Wausaukee, Wis.

District Engineer M. M. Backus, of Waterloo, Iowa, was a caller in Clinton Thursday, Feb. 24.

Assistant Engineer H. D. Walker, of Chicago, formerly employed on this division, spent Sunday visiting friends in Clinton.

Mr. Wm. Doyle, son of Supervisor M. Doyle, will visit with friends in Champaign over the week end.

B. & B. Supervisor Draper was in Alvin Tuesday on company business.

Mr. and Mrs. Noah McMahon visited in Springfield Sunday.

Signal Maintainer Robinson is off duty account of infection of right ear and was obliged to go to hospital at Chicago for treatment. He is being relieved by Asst. Signal Maintainer Smith.

Mrs. F. D. Smith and son, wife of Asst. Signal Maintainer, visited relatives in Decatur last week.

Signalman C. A. Mikeworth is confined to his home with illness.

Miss Geraldine Reynolds, stenographer in roadmaster's office, visited friends in Bloomington over the week-end.

Freight Office, Clinton, Ill.

Mr. and Mrs. Perkins and daughter were called to Marion, Illinois, account of the death of a relative.

Mr. Tuttle and Mr. Tellefson of Mr. McPike's office, were shaking hands with old friends Wednesday. This was Mr. Tuttle's first visit to this office in the last year, and he was heartily welcomed by old friends.

Crossing Flagman P. Foley is ill threatened with pneumonia. Mr. Foley is being relieved by Trucker Grant Arnold.

Mrs. Josephine Thomas, bill clerk, spent the week-end with relatives in Oconee.

Mr. F. C. Clark, of Lake City, has been appointed cashier at Clinton freight office to succeed Bernard F. Lynch, who resigned on account of his health. Mr. Clark, wife and son reside at 602 North Grant Ave. This makes the freight force the most efficient freight house force on the Northern lines.

Mr. L. P. Young, our accommodating warehouse clerk, and son, Hayden, made a business trip to Decatur a few days ago. Pete not being used to the city ways got lost in looking at the tall buildings in our fair village south of us.

Miss Anna E. Murphy, stenographer, spent Sunday with relatives in Kankakee.

Mr. C. W. Donaldson, agent, made a business trip to Springfield recently.

Bernard R. Murphy, baggageman, spent several days in Chicago last week.

Springfield Station

Mr. Elridge P. Clements, check clerk in Springfield warehouse, has been absent for the past week account of illness.

Ferroll McCollum, assistant warehouse foreman in Springfield warehouse, spent Sunday, Feb. 20, visiting relatives in Litchfield.

A new strapping machine has been received at Springfield freight house for use in re-coopering damaged cartons and Cooper Fancher is busily engaged in using same with view of reducing the amount of claims.

Alfred Williams, clerk in freight office at Springfield, who formerly resided in Clinton is still making his week-end trips to Clinton and Bloomington.

Miss Margaret O'Brien, abstract clerk in local freight office, and Miss Anna Herzog, stenographer in local freight office, were in St. Louis shopping Feb. 7th.

Account of wreck on "puzzle" switch near East Grand Ave., Tower Train No. 19 was detoured via the C. & A. to E. St. Louis, running as second No. 1. Patrons along the C. & A. line were amazed at the large engines the Illinois Central was running; this happening to be engine No. 1194, one of the latest models.

W. A. Yoder, agent Litchfield, was in Springfield a few days looking over the

tariff file in freight office.

Mr. O. P. Lowder, traveling claim agent was in Springfield Feb. 17, in behalf of the claim department.

Bruno M. Eggert, clerk in local freight office at Springfield, was re-elected treasurer of the railway traffic club of Springfield, an organization consisting of rate clerks of the railroads of Springfield.

J. J. Stevens, traveling freight and passenger agent, has established his office in the old B. & O. ticket office in the passenger station at Springfield.

Mr. J. C. Midkiff, who was absent for a few days account of having his hand hurt, has resumed his duties as assistant baggageman at Springfield.

Mr. J. H. Lord, district passenger agent, Springfield, received an annual pass over the Beaver, Meade & Englewood railroad which operates between Beaver and Frogan, Oklahoma, from Mr. Ira B. Blackstock, 1018 South Sixth St., who is vice-president of the company.

Mr. L. H. Bond, district engineer of Northern Lines, called on officials in Springfield, Feb. 17, 1921.

Mr. J. H. Lord, district passenger agent, with office at Springfield, was in Jacksonville Feb. 16th on business.

Mr. C. C. Baldwin, freight agent at Springfield, visited Sunday, Feb. 20th in Pana, with relatives.

Mr. Brown, from freight overcharge claim office, Mr. Bernstein and Mr. Frye from Western Weighing and Inspection Bureau, and Warren Sievers, from Freight Claim Agent's office, Chicago, were all callers on Mr. Baldwin, freight agent at Springfield, Feb. 18th.

Mr. M. H. Brown, chief clerk, and Mrs. Nita B. Reavy, assistant cashier at Springfield freight office, motored to Peoria Sunday, Feb. 20th.

INDIANA DIVISION**Trainmaster's Office—Indianapolis—Effingham Districts**

General Yardmaster Haehl was off six days first part of February, account sickness, but glad to see him back again on the job. Mr. A. G. Welk acted in his absence.

Mr. A. G. Welk has gone to Chicago for an operation; hope he will be back with us soon.

Ex-Passenger Conductor E. W. Harris relieved Conductor Overburg on 303 and 324 the second week of February.

W. B. Meyer, yard clerk Indianapolis, spent a few days the first part of February in Ft. Wayne.

The new 2,900 class freight engines are now moving thru Indianapolis at rate of about six per week, enroute to Clinton; the size of these engines is attracting considerable attention.

Mr. Joe Cannon, banana clerk, Indianapolis, and wife, were called to Columbus, Ohio, first week in February account death in family.

Something has surely been slipped over on the force at Indianapolis. Rumor has it that City Engine Foreman J. S. Duncan, who it was reported recently, was interested in the movie business, was heard to be called "papa." It looks like the cigars should have been passed around quite a while ago, but then it is not too late to do it yet.

Extra dispatcher C. V. Whitsell of Mattoon was visiting in West Indianapolis, February 14th.

The stork made a visit to the home of Yard Clerk H. A. Dixon and left a nice baby girl February 12th.

The Palestine I. C. basketball team will play the Burnside team March 4th on the Palestine floor. We have a mighty fine bunch of players, as will the games played February 19th attest.

H. Brown, machinist at Mattoon shops, visited his brother in Rock Island, recently.

Miss Harriet Bledsoe, stenographer in office of Master Mechanic Bell, spent February 22nd in Evansville seeing the sights.

G. E. Leach, clerk in office of master mechanic, spent February 22nd in Terre Haute, Indiana.

J. L. Warren, assistant accountant in office of Master Mechanic Bell, and wife, spent Sunday in Peoria attending "Church."

Joe Bradbury, stationary engineer at Mattoon shops, was called to Tulsa, Okla., on account of serious illness of daughter.

G. E. Leach, clerk in office of Master Mechanic Bell, and mother, are planning a trip to Parsons, Kan., soon, to visit brother and son.

There have been four new instruments added to the "famous" I. C. Band. Interested persons have been asking as to when they will make their first appearance. They say they will make their first appearance before the public next Christmas evening and we claim, if they do, there will be no Santa Claus.

Engineer Fred W. Mascher is at the Illinois Central Hospital at Chicago, Ills., receiving treatment for an attack of sciatic rheumatism.

Judging from the amount of literature on fishing paraphernalia which has been found about the desk of Round House Foreman Powers, spring must not be far off—what chance will the fish have against such preparations?

Arrangements have just been made for the leasing of waylands along the right-of-way in the vicinity of Indianapolis shops, which is to be divided into plots of equal size and distributed among employes for the purpose of cultivation.

Engineer T. L. Conners has secured a thirty-day leave of absence for the purpose of making a pleasure trip to points in Florida and Cuba. Mrs. Conners will accompany him.

H. Silverman has disposed of his automobile after owning it but a few weeks. There's usually a reason.

An assignment of Mikado type engines has been received on the Indianapolis District to

replace 941 class engines.

Much interest has been aroused along the Indianapolis District by the New Central Type engines built by the Lima Locomotive Works, which are being delivered over this district. Their immense size is a wonder to everyone. To date, eighteen of these engines have been delivered.

On February 9, 1921, Fred Armitage surprised his many friends by sailing away on the sea of matrimony, the lucky lady being Clovia Craig. We wish you much joy, happiness and everything, as this particular sea is noted for being very rough.

Agent's Office—Indianapolis

Lewis Ward went to Champaign, Ill., last Saturday and Sunday.

W. B. Meyer, chief yard clerk, Wisconsin Street yards, has been making several trips to Ft. Wayne, Ind., recently.

Hine Breman, of Bloomington, was at the local office this week investigating wire trouble.

Mr. O. Wall and family spent Sunday at Robinson, Ill.

Joe Canon was called to Columbus, Ohio, Sunday account of serious illness of an aunt.

Superintendent H. J. Roth visited the local office last Tuesday.

Mr. Ben Stone, secretary Illinois Sand & Gravel Association, Chicago (a former employee of the Illinois Central), paid the Indianapolis office a visit last week. "Welcome to our city, Ben."

Miss L. Mock entertained the girls at her home with a farewell party in honor of Miss Lena Schmoll, who left for Texas the middle of January on a leave of absence.

Agent's Office, Bloomington, Indiana

Mr. J. M. Morisey, district passenger agent, with offices in Indianapolis, Ind., visited us on January 28th.

Mr. Denzil Languell, bill clerk, spent Sunday, January 30th, in Indianapolis, Ind., visiting lady friends.

Mr. C. J. Walker, supervising agent, with offices at Mattoon, Ill., visited here February 3rd. Guess he found everything O. K., as we didn't hear any kick from him, but he scarcely ever does that anyway.

Mr. Charles H. St. Clair, until very recently our esteemed rate clerk, was called to Indianapolis a few days ago by the serious illness of his brother-in-law.

Trainmaster E. N. Vane visited us on February 11th. We are always glad to see him.

Mr. Warren Eller, bill clerk in the local freight office, spent Sunday, February 13th, in Decatur, Ill., visiting friends.

Mr. Verne Morse, our freight house foreman, was in Indianapolis, February 13th, to consult an eye specialist.

Mr. A. B. Peterson, cashier in our local freight office, was in Gosport, Ind., Sunday, February 13th, to attend a funeral.

Mr. Charles H. St. Clair, who has been chief rate clerk in our local freight office for the past nine years, resigned on February 17th, to accept the position of assistant traffic manager of Showers Brothers Company, this city.

Mr. St. Clair is a rate "shark," and a very valuable man for this office as well as the Illinois Central Railroad to lose. We all wish him success in his new position and are sure he will make good. Mr. I. F. Dobson, assistant rate clerk in our office, succeeds Mr. St. Clair as rate clerk.

Acting General Superintendent Patterson, Car No. 5, passed over the Indianapolis District, February 23rd, accompanied by Superintendent Roth, Trainmaster Vane and Roadmaster O'Rourke.

Mr. Clayton Languell, yard clerk, has again resumed his duties after having been laid off for a few weeks.

Miss Maggie Lanum, claim clerk, spent last Sunday visiting friends in Bedford, Ind.

Agent's Office—Evansville, Indiana

Mr. George I. Stocks, formerly with the L. & N. R. R., has taken a position as bill clerk in the local office.

Our girls are forming a company of militia and are drilling every night. When the organization is completed, they intend to swoop down upon Dr. Dowdall and annihilate him and his force for suggesting the pneumonia vaccine.

Answering the Telephone

There appeared in the January issue of the Illinois Central Magazine an article regarding the manner in which to answer telephone calls. There is another feature which is just as important; that is, the length of time which elapses between the time the telephone bell rings and the time the call is answered.

A business man who is kind enough to favor the Illinois Central with his traffic should not be expected to wait until the employe he is calling is ready to answer the call.

As we well know, there are times when the best of us become irritable when forced to wait for the party at the other end of the line to answer our call, and in many instances each of us has hung up a receiver because we were "tired of waiting for the other fellow to answer."

Therefore, in order that our patrons will not be "bored almost to death" while waiting for us to answer, let us learn the sound of our telephone bells and answer QUICK.

Solicitation

The writer recently entered a large hardware and seed store and purchased a small quantity of garden seed. While the clerk was serving him, he inquired who did the buying of supplies for the firm. The clerk stated that he did the buying and controlled the routing of the shipments. The writer then requested routing orders on some of the merchandise and was given eleven orders, two of which covered carload shipments. During the conversation it developed that the clerk was manager of the store.

A timely word will help a great deal in securing new business for the Illinois Central.

Motion is two-thirds of Promotion. Get Busy!!!

Maintenance of Way Department

That the spirit of "Charity Begins at Home"

has not become lost in rush and hurly-burly of making a living is evidence by an act of kindness on the part of the senior men in the Fort Dodge yard section gang at Fort Dodge, Iowa.

On account of the reduction in force, a junior employe was laid off. It happened that he had a wife and six small children, and was not able to secure work elsewhere. The men voluntarily went to their foreman, and signified their willingness to themselves lay off enough days in the month to give this junior employe employment enough to equal their own. The foreman himself, not being able to lay off, agreed to contribute to the junior employe an amount equal to that contributed by each of the men laying off. It is to be hoped that at the final reckoning acts such as this will find their reward.

WISCONSIN DIVISION

Freeport

Mr. and Mrs. H. A. Lichtenberger, superintendent's office, Miss Margaret Wilson, dispatcher's office, and Earl Grace, trainmaster's clerk, spent Washington's birthday in Chicago.

Clarence Winning, of the freight office has taken a position in the superintendent's office.

Joe Franz, roadmaster's clerk, spent Sunday in Chicago recently. He saw "Irene" and the "Follies," which he says are "pretty swell."

The Misses Frances Lavell, Joan Peck, Frances Manion, Harriett Cox, Marguerite Doyle, Madge Gray and Marguerite Ifert and Mrs. Mabel Lordan spent Sunday in Chicago to see "Irene" and the "Follies." From conversation heard in the office since that time the prices of the bill of fare must have been written in French.

Cupid has evidently returned from his vacation which he earned by his work of last Fall, as he is again showing results of his labors in this office. Miss Margaret Wilson, dispatcher's office, having recently announced her engagement to Mr. Earl Grace, trainmaster's clerk; and Miss Mildred Graham, stenographer in the superintendent's office, is sporting a diamond ring, which she received from Mr. Charles Michaels, a prominent barber of Freeport.

Mr. and Mrs. J. Hanna spent Sunday in Chicago, seeing "Floradora."

Mr. and Mrs. F. A. Redican and Mr. and Mrs. Harry Heath went to Chicago, Sunday, to take in the "Follies."

Mr. W. H. Cramer, B. and B. Foreman on the Amboy District, has returned after a 60-day leave of absence, which he spent in Iowa. We are all glad to see Mr. Cramer back.

Mr. J. Fitzpatrick, B. and B. Foreman Freeport, is on a 90-day leave of absence, which he is spending in California, Washington, and other points.

Supervisor L. Conley and family have returned from the Sunny South, where they enjoyed a two weeks' vacation.

Mr. S. Ifert, waterworks foreman, is in the Chicago hospital. We hope he will soon be back with us.

Archie Swartze, supervisor's clerk, is confined to his home on account of sickness. Better hurry back Archie, or your rival will be getting your girl.

Freeport Freight Office

Miss Mary H. Peck, chief clerk, visited in the City of Chicago, January 22nd, 23rd and 24th. While there she attended some very good musical comedies, so she says.

The Misses Joan Peck and Marguerite Ifert spent the week-end (January 29) in Chicago.

Miss Jane Lieber, accountant, is limping around the office quite a bit the last week or two. She has some trouble with her left foot.

Francis C. Doyle, car clerk, spent the week end of February 19th in Minneapolis.

Miss Mary H. Peck, chief clerk, left this morning, February 19th for Dubuque, Iowa. She is going to spend the next few days with the roadmaster's wife, Mrs. Herman Rhoads.

Richard S. Sherwin, janitor, died February 17th, 1921. He entered the service of this company in the capacity of janitor in 1917 and up to the time of his death made many friends among the office force. The entire office force extend their sympathy to his family. Everyone misses "Dick's" cheerful Good Morning.

Mr. Eddie Cahill our O. S. and D. clerk reports having a fine time at DeKalb last Sunday.

Our friend, Orville Daniels, has joined our force again. He is not the same care free fellow that used to work with us for he is married now.

Mechanical Department

Freeport shops were greatly grieved to learn of the death of one of its employees, Mr. Michael Boesen, who died at Freeport on January 5th, 1921. Mr. Boesen was employed at Freeport shops as carpenter on July 2nd, 1914, and was in continuous service until the time of his death. He was a very faithful and conscientious worker and will be greatly missed by all. Freeport shop employees extend their sympathy to Mrs. Boesen and family.

It is with sincerest thoughts and sympathy we write of the great sorrow that has come to our highly respected friend and Foreman Mr. L. E. Woodward. On January 16th Mr. Woodward's only daughter died after a short illness. Ramona was a very lovable girl, sunny disposition and unusual personality. Her circle of friends extended beyond the usual high school girls' acquaintance. It is so little that friends can do for friends in time of sorrow, but we do extend our deepest sympathy to Mr. and Mrs. Woodward and hope they may find some consolation in knowing they are not alone in their grief.

On December 10th the office force of the master mechanic's office spent a very pleasant evening at the home of J. M. Peck, this being in honor of Louis Landgraf, clerk in the master mechanic's office, who was married some time ago. Mr. and Mrs. Landgraf were presented with several useful gifts and at a late

hour, or rather in the wee small hours departed, wishing Mr. and Mrs. Landgraf a very happy and prosperous life.

On February 12th the force in the master mechanic's office had the pleasure of hearing Harry Myers, the Yank Club's famous boy tenor, in a song recital.

Compensation notices for calendar year 1920 were distributed to all Illinois Central employees with pay checks on February 17th.

The Borden Condensed Milk Co. have opened for business and the freight house force is again buckling into the usual run of trap cars.

Dixon Chamber of Commerce in a recent drive for new members, secured 621 applications, making Dixon the largest per capita chamber in the state.

A baby boy arrived at the home of Car Repairer Wm. Reilly last week.

Interchange Clerk McKenny was ill Monday, after a hard Sunday. He is improving nicely.

In a recent issue of a Lee County daily paper, we note a farmer's closing out sale announcement, reading sale will open at 10 a. m., lunch served at noon, consisting of one black mare, good brood sow, three milk cows, 200 chickens and a team of mules. Some dinner.

Rockford

L. A. Whitwood, assistant foreman, has returned from a week's visit to New Orleans, La., and says that the south has nothing on Illinois in the way of climate.

Mr. C. G. Richmond, superintendent of stations and transfers, accompanied by Mr. Callahan, visited Rockford station one day recently.

Sam Northall, of the delivery department, has been confined to his home for a few days with a mild attack of "flu." Sam says there is no pleasure in being idle.

Elmer Gruber, checker, performed the duties of assistant foreman during the absence of L. A. Whitwood.

Charles Wallick, warehouseman, is back at work again after being laid up for some time with a crushed foot.

Ed. Ray, employed for the past year as assistant foreman at East Rockford, has taken the position of day baggageman, made vacant by the resignation of Ed. Gillan, who has purchased a piece of land and taken up farming. "Shorty" Ray is a popular fellow among the patrons of the Illinois Central here, and his success in his new position is assured.

If anyone wished to know how many ties there were between Rockford and Seward, just ask Signalman Howard Young. He walked over there the other day and he knows.

Two business men were overheard discussing the business outlook and one of them remarked that business was picking up, that he noticed a lot of out-bound freight on the Illinois Central platforms and it was a sure sign of increased shipping when the Illinois Central

began to show signs of getting swamped with business and that if there was any shipping being done at all, the Illinois Central got the bulk of it, hence was a good business barometer.

Assistant Agent H. R. Aufdenspring and his boys, both upstairs and down, have affiliated with the Rockford Traffic Club, composed of Rockford's shippers and railroad men. Ideas are exchanged, suggestions are offered and better shipping conditions discussed are a few of the good things promoted at the Traffic Club.

Henry Johnson is the proud father of a fine baby girl, which arrived at his home February 10th.

Foreman D. M. Evans has invented a rigging to prevent damage by the rats and mice which infest the freight house. His invention is that of laying two sheets of tin lengthwise of a platform truck—the tin to project over the edges and ends of the truck. Flour and other articles liable to damage are piled on the truck and the same placed away from walls and freight. The vermin are unable to get by the tin and we have no more damage from them.

Bloomington

Mr. W. W. Lasher, rate clerk, spent Sunday and Monday, January 23rd and 24th in Chicago.

Contractors Gaffin and Gehri, doing concrete work at Washington Street Subway, have resumed operations, after a lapse of several weeks.

Miss Rose Marie Mill spent several days in Kansas City the first part of the month.

Mr. B. R. Olson, traveling auditor, is with us at the present time, after a lapse of about eight years. Mr. Olson is not assigned to this territory and we seldom get to see him around here.

Mr. H. P. Liston was absent from work the first week of January, due to the death of his mother. Mr. Liston has the sympathy of the entire force here.

Strange how we are each and every one of us disappointed at some time or other. Miss Eleanor E. Moore intended to spend several days at Edginton, Ill., starting January 22nd; however, the weather was so bad that Miss Moore was compelled to postpone her trip.

Mr. Fred A. Hartshorn, formally roundhouse foreman, here, now located at Freeport, spent the past week here.

F. B. Major and R. B. Devaney spent several days at New Orleans, attending the Mardi Gras. Both report a very enjoyable time.

Miss Eleanor Moore is spending several days in Edginton, Ill., visiting relatives.

Mrs. L. V. Bunnell spent several days in Chicago, visiting friends.

In line with solicitation of business, Conductor Crosson, on train No. 119, the 19th, had passenger for Bloomington, who was going to Mason City, Ill., having purchased ticket to Bloomington, intending to go via the Chicago & Alton from Bloomington to Mason City. Mr.

Crosson in conversation with this passenger learned passenger's intentions and immediately explained that in going via Clinton, on the Illinois Central, better connections could be made with the result that passenger bought ticket at Bloomington via the Illinois Central to Mason City, Ill.

With the very fine weather we are having, work at Washington Street Subway is progressing very favorably.

We have learned that Mr. W. R. Comstock, has been assigned to this territory as traveling auditor, succeeding Mr. P. H. Swain, who has been transferred to territory west of Mississippi, with headquarters at Waterloo.

In line with solicitation of business Conductor J. L. Wolfe had two passengers going to Sioux City via Dixon and C. & N. W. Had them buy tickets at Dixon for Sioux City over the Illinois Central.



SECTION FOREMAN AND GANG AT TOOL-HOUSE, CLOVERDALE, ILL.

MINNESOTA DIVISION

Dubuque Terminal

It is reported that Mr. Hardy bought a residence in Dubuque. We would like to have Mr. Hardy explain the object of this, as he is working in Waterloo.

Frank Cahill has joined the Boy Scouts.

Ray Betts and Harold Thompson made a flying trip to Waterloo this week.

Martin Tappan, caller, can be seen any Saturday afternoon gently washing the windows of the yard office.

Frank McCarthy, yard clerk, walked home from Twenty-fifth street the other night in a cold blizzard. We are all wondering why?

Art Washburn, the kid yard clerk from W-181, is a regular customer on No. 52 every evening.

Lester Grabow, yard clerk, had a slight operation on his throat last week. He has entirely recovered and has returned to work. We are all glad that he is getting along so well.

J. L. Glover and T. H. Graham have gone to Waterloo for work.

It is nearly time for the yard master to get his Nash out and get 'er going.

John Kaltenbach has welcomed L. L. Ferber back to the fold.

Clem Lyons, "Shrimp," is figuring on getting a Ford in order to check the River Edge.

DUBUQUE FREIGHT

Mr. J. E. Allison, freight agent, had another hunch not long ago and took a little trip to Green Bay, Wis., where he killed a big claim.

Miss Roberta Broell has just returned from a three weeks' vacation in Weeping Water, Neb., where she claims she had a wonderful time. She says the city was so big she lost her way every time she started for the postoffice.

Mr. B. L. Bowden is about the busiest man we know of. He is waging a big battle on "Claim Prevention," and we seldom see his smiling face around Dubuque any more.

Mrs. Ferd Nigg, stenographer, spent the week-end with her husband in Chicago, where he has recently been transferred from Dubuque.

E. F. McPike, manager of perishable freight service, called on J. E. Allison recently in reference to heater car service on western lines, of which the latter is chairman.

Tom Scollard, freight caller, has just returned from Los Angeles, Cal., where he spent the past two months.

The Misses Gertrude McCarthy and Ethel Lassance spent Washington's birthday in

Chicago—almost! We can't figure out what happened to queer their trip.

Mr. Allison made a business trip last week to Manchester, Independence and Central City.

The Dubuque freight office was recently honored when a number of officials, including Messrs. Markham, Baldwin, Clift, and Blaess, made a thirty-minute call on the employes, when passing through Dubuque. The entire freight organization was highly complimented upon general conditions and performance of duty, by the president. Mr. Allison accompanied the party on their special train as far as Manchester, Ia.

Agents having inquiry for either artificial or Mississippi river ice will please communicate with Mr. J. E. Allison, freight agent at Dubuque, Ia.

WATERLOO TERMINAL

The congenial telephone operator from Dubuque with the bright mind and bright above, visited Waterloo on Washington's birthday. We understand she came up to say hello to all of her many friends, but rumor has it one friend.

Perry Olds, chief clerk to Supervisor Parker, has the blues and is now spending his time in Cedar Falls in limousines, a short distance from the Normal school.

Thos. Flynn, after relieving Conductor T. Quinlan on train 11 and 16 on the main line, is again back in charge of his freight run on



ILLINOIS CENTRAL R. R. "PACIFIC" TYPE ENGINE 1099, DECORATED IN HONOR OF ITS DECEASED ENGINEER, GEORGE BARNETT.

the Albert Lea district. All of his many friends along the line are pleased to see him back on the job.

Yardmaster H. O. Dahl is again back to work after a short vacation. Rumor has it that he pulled several of the finny tribe

through holes in the ice.

A. G. Muncey, ice foreman at Waterloo, received word a few days ago from his son, who is in the navy, located at Municipal Pier, that he received orders to leave for sea, and Mr. Muncey has left for Chicago to visit his son for a few days before he leaves on his extended voyage.

Whistling Engineer Dies After Long Illness.

George Barnett, aged 53 years, a veteran engineer of Memphis, died Jan. 16th, of anemia. He was one of the best known and beloved employees on the system, and the blow of his whistle was familiar to nearly every man, woman or child from Memphis to Canton, Miss. He is survived by his aged mother, his widow and eight children. Out of respect to Mr. Barnett his engine 1099 was withdrawn from service from the time of his death until after the funeral. It was beautifully decorated with floral pieces.

The following poem was written and dedicated to Mr. Barnett by Mr. Wm. Frost, air room fitting foreman.

In Memoriam.

"His wheels of life are still,
No signal guides his way,
The hand of grim death,
At the throttle of life,
Has taken him from the fray.
His rails are fleecy clouds of white,
That light him on the darkened night,
No whistles blow, no bells they ring,
Just an anthem sweet,
As the angels sing,
A welcome to a future friend,
Who has brought his train
To the journey's end.

KENTUCKY DIVISION

Kentucky division still has on hand several red maple and elm shade trees. Section foremen, agents and others who desire same for use in beautifying and improving the appearance of company property should make application to roadmaster for as many trees as they will need, so that the trees may be set out now while the ground is open.

During the past month the Kentucky division has been honored by receiving visits from quite a large number of general officers and officials, who inspected our property and the lines in Kentucky. On February 1st, Superintendent Hill stopped over at Princeton enroute to Nashville. On February 3rd, General Superintendent Egan stopped at Princeton over night, leaving for Louisville the next day. On February 19th, Mr. W. L. Tarbet, land and tax commissioner, moved over the division from Paducah to Louisville on train 122. On February 22nd, Mr. A. F. Blaess, engineer maintenance of way, moved over the division from Paducah to Louisville on train 102.



GEORGE BARNETT.

On February 24th, Mr. C. M. Kittle, senior vice-president, was in Louisville. On February 25th, Mr. C. M. Kittle, senior vice-president; Mr. L. W. Baldwin, vice-president; General Superintendent Egan, Superintendent Hill and Roadmaster Glynn moved over the division from Louisville to Princeton on train 121, thence over the Evansville district from Princeton to Evansville on train 302.

Mr. J. H. Eaker, assistant chief dispatcher, and Mrs. Eaker left Princeton February 9th for a nice vacation trip through the west. Their first stop was at Phoenix, Ariz. From Phoenix they will go to Los Angeles, San Francisco and San Diego, Calif., returning home by way of Denver, Salt Lake City and Chicago. They expect to be gone about three weeks.

Trainmaster T. A. Downs and Mrs. Down left Princeton February 21st for Los Angeles, where they will visit Mrs. Downs' sister, who is now residing in the California city.

Dispatcher L. K. Butler and Mrs. Butler have returned from vacation trip to Cuba and Florida winter resorts.

Mr. George Newman, telegraph operator at Princeton was absent from his work the latter part of January, account of illness.

District Engineer Crugar and Roadmaster Glynn inspected facilities at Princeton, January 27th.

Chief Accountant R. D. Miller and Mrs. Miller have returned from vacation trip to Florida winter resorts.

Assistant Engineer Carney was at Camp Knox and Red Hill, February 14th.

Mr. T. G. Tierney, special accountant, has been checking work authorities at the Louisville office during the past month.

Miss Glynn Mackin, grandniece of Roadmaster Glynn, accompanied Mr. Glynn on his regular trip over the Kentucky division

during the past week. All who had the pleasure of meeting Miss Mackin were charmed with her simple gracious manner and winning personality.

Miss Marion Waggoner, clerk in the bridge and building department at Princeton, was in Paducah January 27th to see the performance of Guy Bates Post in "The Masquerader" and afterwards was the hostess of a dinner party given in honor of her friends at the Palmer House.

Mr. Edward Acree, clerk in agent's office at Hopkinsville, has returned home after a successful operation for appendicitis at the Paducah hospital.

Mr. Leslie Small will be the new claim agent on the Paducah district March 1st, succeeding Mr. H. M. Anthony, who will return to the Iowa division.

Mr. Charles Johnson, pumper at Caneyville, who was operated on at Paducah hospital for appendicitis, has now returned to work after making a successful recovery.

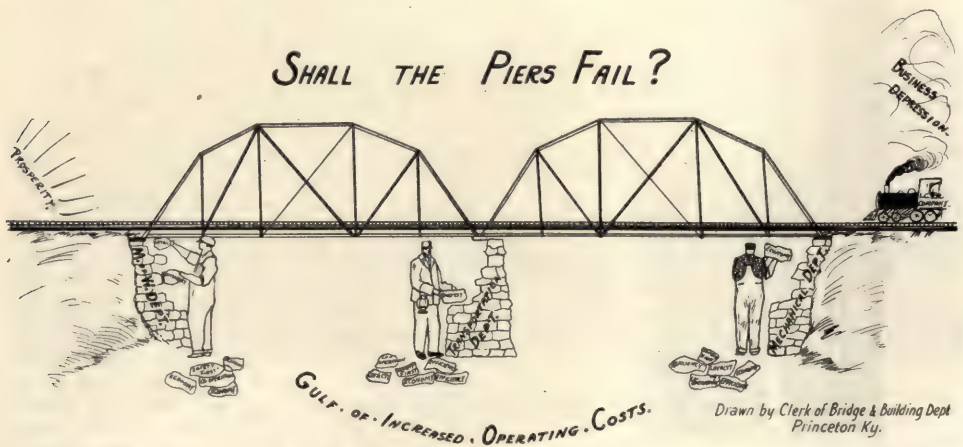
Miss Mabel Hoover, telephone operator at Princeton, is confined to her home at Scottsburg account of illness.

Mr. Elmer Harris, waterworks repairman at Paducah, is undergoing treatment for stomach trouble at Paducah hospital.

Mr. M. J. Price has been appointed clerk of Supervisor Hilliard at Louisville, succeeding Mr. Hugh Hunsaker.

Mr. Alvin Pritchard has been appointed private secretary to Superintendent Hill, vice Clarence Yost, resigned to accept other employment.

Mr. C. R. Knowles, superintendent of water service; Mr. I. B. Tanner, formerly water supply foreman of the Kentucky division; Mr. Will Nelson of Jos. E. Nelson & Sons; Mr. Dan Lee of Fairbanks, Morse & Co., and Mr. H. R. Reid, engineer of water service, Louisville & Nashville R. R., inspected pumping station at Liberty Lake,



Princeton, and the new pumping station at Dawson Springs on February 9th.

Col. I. B. Tanner, formerly water supply foreman of the Kentucky division and Trainmaster J. B. Thomas, attended the Knights Templar banquet at Princeton, February 18th.

Miss Marion Waggener, supervisor's clerk at Princeton, will visit Europe early in the summer as a member of a party of young people accompanying the Temple tour of Europe for the year 1921. The party will visit the battlefields of the Great War before returning home.

Messrs. Heil, Rice and Brevard of the engineering department were in Princeton, February 9th and 24th.

District Engineer Crugar and Roadmaster Glynn inspected that part of the Evansville district between Princeton and Hopkinsville February 16th.

Mr. A. F. Blaess, engineer maintenance of way, and Roadmaster Glynn, inspected Paducah yards and visited Paducah hospital on February 22nd.

Mr. H. I. Johnson of the Louisville accounting force was at Cedar Bluff Quarry, February 25th, checking accounts.

Dispatcher Albert Pitzer and Mrs. Pitzer are attending the Automobile Show at Louisville this week.

Mr. John T. Kavanaugh, supervisor's clerk at Louisville, died at the home of his uncle, Patrick Glynn, in Louisville, on February 19th, and was buried at Louisville, February 21st. In the death of "Happy Jack," as he was familiarly known to his friends, Supervisor Hilliard loses an excellent clerk, and the section foremen of the Louisville district have lost a very good friend; albeit, he was also their stern monitor; exacting at all times, and insisting upon correct reports and faultless time rolls. He was naturally talented, high principled, witty, eloquent and sociable, and although for the greater part of his life, he carried a heavy burden of affliction, he never complained. He was loyal to the company and he exacted loyalty; he loved many men, but he loved his own men best. His mind was eager, his heart was true, his body and spirit defiant of obstacles, ready to meet what might come. Wherever he worked he did his part of the hardest work; and throughout his life he kept his conscience as his guide. His presence will be missed around the Louisville office for many days to come.

Mr. K. M. Houthins, the genial representative of the Railway Educational Bureau, who has been on the Kentucky division for the past month enrolling students for the bureau's correspondence courses, is very en-



Idle Money

Successful men never have idle money—it's constantly working for them. That's why they are successful. You do not necessarily have to have thousands to *start*. Make what little you have grow into more. Under our plan anyone can do it—and earn twice the money of ordinary safety. Write or call at our offices for

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REAL ESTATE BONDS

CONWAY BLDG. 111 W. WASHINGTON ST. S.W. COR. CLARK

(83)

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111 W. Washington St., Chicago.

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Send me your booklet of 1921 Investment Offerings and tell me how I can earn 6% interest on my funds with absolute safety.

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thusiastic when speaking of the reception accorded him among the employes of the Kentucky division. Mr. Houtchins states that he has traveled all over the United States and has enrolled students on eighty-five different railroads, but that nowhere has he met with the reception accorded him on the Kentucky division. To date he has enrolled thirty more students than he enrolled on any other division of the system, and he has not as yet been over the Evansville district. Mr. Houtchins states that if the employes progress in their studies equals their enthusiasm that the Kentucky division will have the most efficient organization of employes on the system.

Miss Ann Sweeney, our sylphlike stenographer, and Mrs. Nance McGregor, the pretty and talented utility clerk of the Louisville office force, were Sunday visitors in Princeton, February 13th.

KENTUCKY DIVISION

Mr. C. V. Dudderar, formerly accountant at Camp Knox, Ky., has been appointed to fill the same position in the local office, vice Mr. B. M. Skees, who transferred to Camp Knox in Mr. Dudderar's place.

Several of the clerks of this office have suffered recently from the grip. The most severe case was registered by our chief clerk, Mr. E. M. Shaughnessy, who complained of having weak knees on his return to the office to resume his daily chores.

The Passing Throng

Mr. Walter Smith bowed to the schemes of "CUPID" and left the ranks of the singlemen. He was married to Miss Elsie Russell on January the 7th, in Jeffersonville, Ind.

Mr. Allen Bruckter traveled to New Albany, Ind., in company with Miss Mary E. Logan, on February 1st. While there they joined the matrimonial ranks.

Mr. Charles Arthur Miller, formerly of this office, but at present forming part of the special agent's staff, joined hands with Miss Alma Hopkins on Valentine's night when the minister pronounced the words "I PRO-NOUNCE YOU MAN AND WIFE." There was quite a large assembly of guests, but the most conspicuous were the boys from the local office who witnessed the ceremony performed.

The superstitious belief that when the ground hog sees his shadow we would have good weather, was knocked in the head on February 19th. For when the people of this city arose early in the morning they were greeted with some beautiful snow which covered the ground and which continued to fall throughout the day with never a minute's intermission.

TENNESSEE DIVISION

Mechanical Department

Mr. L. P. Streeter, air brake engineer, spent a week at Jackson during January.

Mrs. A. R. Sykes, wife of our general fore-

man at Jackson is out again after being confined to her room with fever for several days.

Mr. L. Grimes, master mechanic spent a week in Chicago recently, attending a meeting of the master mechanics.

Traveling Engineer Harrington, was called to Sioux Falls, Iowa, account sudden death of his brother.

Mr. C. W. Wilson, government inspector, paid Jackson shops a short visit on the 25th.

Mr. H. O. Voegeli, chief accountant, attended meeting of the accountants in Memphis on January 26th.

Machinist Edgar Little, who was operated on at the Civic League Hospital, is out again and will soon be able to return to work.

We are glad to report that most of the mechanics, recently caught in the reduction of forces have obtained employment at the M. & O. shops in the city, and hope the time will come when they can again be called back home.

Machinist Helper G. C. Wilson had the misfortune to get his left arm caught in drill while operating drill press and received a bad cut on wrist, besides having the muscles of his arm badly wrenched, suffering intense pain. We hope "Dock" will recover rapidly and be back at work soon.

Master Mechanic Grimes held safety meeting in his office recently and after receiving report of Shop Safety Committee discussed various safety ways and means to keep the Jackson shop personal injuries down to a minimum.

Despite the hard times that have hit Jackson shop, the stork has been very busy, having left a fine boy at the home of Boilermaker Smith and girls at the homes of Engine Inspector Williams and Boilermaker Helper Wells. These men have been wearing the smile that won't come off.

Boilermaker Helper Joe Weir at last decided that two could live as cheap as one, and made a flying trip out in the country near Denmark, Tenn., and brought back a pretty little girl that is now Mrs. Weir. The young couple have the hearty congratulations and best wishes of the entire shop.

Mr. Joe H. Albritten, clerk round house spent the week-end with friends ??? in Poplar Bluff, Mo., last week.

Mr. J. A. Brown, car clerk, is able to be at work again after being off several days account of sickness.

Robt. H. White, apprentice, has been making regular trips to Paducah for the last few

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Advertisement in this issue and write for their Book of the Eye.

Hamilton Watch

"The Railroad Timekeeper of America"

What Do We Owe to Accurate Timing?

WE owe our Limiteds that flash from city to city, our fast-sparking automobiles that shorten formerly long drives, and those machine-guns so marvelously timed that they shoot between the swiftly-revolving blades of aeroplane propellers.

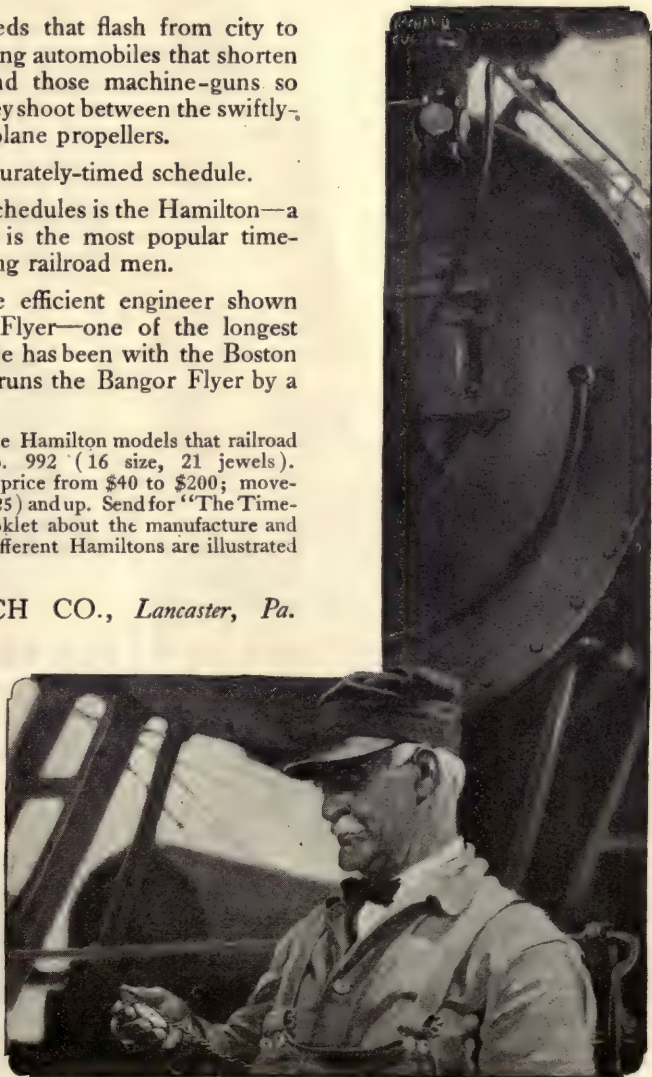
Back of each is an accurately-timed schedule.

Back of our railroad schedules is the Hamilton—a watch so accurate that it is the most popular timekeeper in use today among railroad men.

Charles Hamilton, the efficient engineer shown here, runs the Bangor Flyer—one of the longest hauls on the B & M. He has been with the Boston & Maine 48 years. He runs the Bangor Flyer by a Hamilton Watch.

When you buy, inspect the Hamilton models that railroad men favor, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada \$25) and up. Send for "The Timekeeper"—an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH CO., *Lancaster, Pa.*



Sundays. Who is the young lady Bob???

Adron Hart, machinist helper, who was operated on at I. C. Hospital at Paducah, will soon be able to be at work again.

Boilermaker M. H. Larkin was in Chicago on personal business a few days ago.

Car Inspector J. T. McGlaughlin, who was operated on at the I. C. Hospital at Paducah, is reported to be doing nicely.

Mr. G. L. Rodenbaugh, general foreman at Dyersburg, is wearing a smile that wont rub off, he is nice and kind to all his men and also to his 9-pound girl.

Mr. G. S. Gullege, accompanied by Mr. C. C. Anderson and G. W. Wilkerson, old resigned car men of Dyersburg, made a business trip to Fulton, February 14th.

"LET'S LIVE"

Rufus Kemp, Jr.

Let's not pretend—that's camouflage—
When we can realize our dreams;
Let's really live like your Mirage.
For in Old Sol's brightest gleams
E'en bits of glass are priceless gems.

Our paths are strewn with beauty rare,
If we would make our eyes—but see,
And list to the enchanting air
Of warbling birdies in the tree;
And nature's intermingled hymns.

So we can be whate'er we will,
If we have faith in Him above;
And e'er enjoy his goodness, 'till
We cease to know the God of Love,
And fling aside our faith in Him.

Transportation Department

Recently, a geologist made a survey and found a number of live oil beds in Winston County, Alabama. It is expected that production will begin at once and that it will mean much to the Illinois Central Railway with the principal shipments, as Haleyville is the chief shipping point of the county.

The business men at Haleyville have arranged to establish a Bureau of Information in the Traders & Farmers Bank building for the benefit of the traveling public. Guides and other matter will be furnished at once.

Mr. W. H. Wright, general foreman, has been away for several days on business at the interest of the company.

Mr. Albert C. Mann, vice president of purchases of supplies has recently made a visit over the B'ham District.

Condr. J. A. Cunningham, and wife are spending a few days in Florida this month.

Fireman W. T. Fuel, has again been sent to the hospital at Paducah, Ky., where he will undergo another operation. It is thought that he will soon recover and resume his duties.

Conductor J. J. Powell, Haleyville, Ala., has been highly complimented by the superintendent for his active interest in securing additional business for the Illinois Central.

Mr. F. P. White chief clerk to trainmasters, is back at work after a short stay in the hospital, the result of an injured knee.

Miss Vivian Williams, stenographer spent Tuesday in Memphis shopping.

Mr. L. B. Ryan, in company with Mr. Rufus Kemp, Jr., left for St. Louis Saturday evening, where Mr. Ryan took unto himself a bride. Mrs. Ryan was formerly Miss Frances Munroe of Kenton, Tenn., and is a very charming young lady. The young couple have a wide circle of friends in Fulton, who wish for them much happiness.

Mr. R. C. Pickering spent an evening in Paducah not long since.

We are very sorry to learn of the death of Mrs. T. F. Linton, mother of H. C. Linton, timekeeper Fulton Division office. We extend to Mr. Linton and his family our deepest sympathy in the time of their bereavement.

Mr. C. R. Young, superintendent, was in Birmingham and Memphis this week.



Have Cozy Rooms For 20c a Day

Now made possible by the latest Larkin Factory-to-Family plan. One to three rooms furnished completely for only 20c a day.

1000 Beautiful Furnishings await your choosing

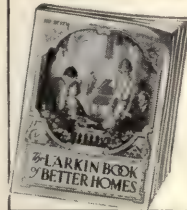
Welcome surprises await you in the large amount of furnishing you can do at small expense. High quality Furnishings of tasty and beautiful design, on easy terms, at rock-bottom prices surely merit your investigation.

Big Helpful Book now FREE

Every one of its 128 pages contains intensely interesting offers for the home lover. Write for your book now.

Larkin Co. inc.

Desk FICM-321 Buffalo, N.Y.



Misses Lois Covington, Helena Workman and Vernita Tribble, stenographers superintendent's office Fulton, spent George Washington's birthday in Memphis, shopping.

Mr. Robert Witty and Mr. Waymond Campbell file clerks this office were in St. Louis one day this week.

Mr. Enloe West, clerk, superintendent's office, made a business trip to Madisonville recently.

Mr. Herbert Rankin, clerk superintendent's office, has resumed his duties after several days' illness.

P. M. Newhouse, timekeeper, and wife, spent Washington's birthday in St. Louis with relatives and friends.

J. F. Williams, yard clerk, has been transferred from Fulton to Jackson, Tenn. Somebody said "No more chocolate milks for Trib."

Mrs. B. Burges visited relatives in Memphis, Tuesday, February 22nd.

Hard and hardly fair, the force on the freight train performance report had to work on Washington's birthday, while the rest of the office force enjoyed a holiday.

General Agent's Office, Birmingham, Ala.

Messrs. A. E. Clift, C. R. Young and T. T. Keliher made Birmingham a short visit coming down to meet Central of Georgia officials, L. A. Downs, Vice-President and General Manager, H. D. Pollard Gen. Supt. C. Baldwin, Supt. and W. J. Poole Chief Special Agent relative to Police protection, Birmingham Terminals.

Mr. W. B. Ryan, AGFA Memphis made us a short visit looking into some warehouse leases.

Our new local Agent, Ben Herring sure is doing some good work and he says, "lets keep it up". Hurrah for Mr. Herring.

Mr. J. M. Hoar Ass't. Engineer, Fulton was in Birmingham making estimates on warehouse for leasing.

Mr. E. F. Stovall, General Agent spent part of the week in Florida retaine increasing our tonnage from that section.

Mr. L. W. Collier was called to St. Louis on account of the death of his brother.

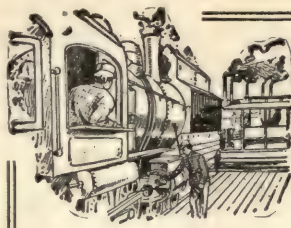
Chief Clerk H. B. Hewitt and wife spent the week end in Selma, Ala. visiting relatives. He reports the Merchants and Farmers in that section are very optimistic over future business outlook.

N. B. Camp, TFA Jacksonville, Fla. has been called to Asheville, N. C. account of serious illness of his sister.

Supt. of Terminals E. M. Mohler is still straightening the "k'nks" out.

MISSISSIPPI DIVISION

Mr. L. S. Houston, chief dispatcher, Mississippi Division, has gone to Chicago for medical treatment at the Illinois Central Hospital. His place is being filled while he is off by Mr. J. M. Colson, one of the trick dispatchers.



**Railway c
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

**Murine relieves
Soreness, Redness
and Granulation.**

*Druggists supply Murine
at 60c per bottle.*

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Tobacco Habit BANISHED Let Us Help You

No craving for tobacco in any form after you begin taking Tobacco Redeemer. Don't try to quit the tobacco habit unaided. It's often a losing fight against heavy odds and may mean a serious shock to the nervous system. Let us help the tobacco habit to quit YOU. It will quit you, if you will just take Tobacco Redeemer according to directions. It is marvelously quick and thoroughly reliable.

Not a Substitute

Tobacco Redeemer contains no habit-forming drugs of any kind. It is in no sense a substitute for tobacco. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It makes not a particle of difference how long you have been using tobacco, how much you use or in what form you use it—whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff, Tobacco Redeemer will positively remove all craving for tobacco in any form in a few days. This we absolutely guarantee in every case or money refunded.

Write today for our free booklet showing the deadly effect of tobacco upon the human system and positive proof that Tobacco Redeemer will quickly free you of the habit.

**Newell Pharmacal Company,
Dept. 601 St. Louis, Mo.**

Mrs. Q. B. Gray, wife of Operator Gray Yard Office, Water Valley, has been quite ill and is now in Memphis for medical treatment.

Mr. Aubrey Murray, employed as clerk in master mechanic's office, is confined to his bed, having serious case of pneumonia.

The sympathy of the entire division is extended to Mr. W. M. Ledbetter, agent at Sturgis, Miss., account of the recent death of his mother.

Mr. J. D. Walker, employed in the mechanical department at Water Valley, was taken suddenly ill and was carried to the Water Valley Hospital for treatment, where he died on February 2nd. This young man belonged to a prominent family of Water Valley. Sympathy is extended to his young wife and relatives in their sad bereavement.

Clarke Chrisp, son of Mr. E. F. Chrisp, formerly an old employe of the Illinois Central, died at the home of his mother on February 7. This young man was formerly an employe in the clerical department, but had been in failing health for several years. To his bereaved family the deepest sympathy is extended.

Mr. F. S. Lathrop and wife, of Kansas City, Mo., uncle and aunt of Train Master Spangler, were welcome visitors in the home of Mr. and Mrs. Spangler several days last week. Mr. Lathrop is employed as passenger conductor on the Burlington Railroad, with 52 year service.

Dispatcher L. K. Butler and wife, of Princeton, Ky., on their return home from Cuba and points in Florida, stopped off and spent a few days with relatives and old acquaintances.

Mrs. R. S. Roark, wife of Claim Agent Roark, of New Orleans, was called home to Water Valley, account of illness of her father.

Dispatcher T. Q. Ellis and W. J. Tipler are in Jackson, Miss., attending annual Masonic Convention.

Miss Christine Adams, stenographer, road-master's office, left Friday for a few days' visit with friends at Hollandale, Miss.

Rheumatism

A Remarkable Home Treatment Given by One Who Had It

In the year of 1893 I was attacked by Muscular and Sub-Acute Rheumatism. I suffered as only those who are thus afflicted know for over three years. I tried remedy after remedy, but such relief as I obtained was only temporary. Finally, I found a treatment that cured me completely and such a pitiful condition has never returned. I have given it to a number who were terribly afflicted, even bed-ridden, some of them seventy to eighty years old, and the results were the same as in my own case.

I want every sufferer from any form of muscular and sub-acute (swelling at the joints) rheumatism, to try the great value of my improved "Home Treatment" for its remarkable healing power. Don't send a cent; simply mail your name and address, and I will send it free to try. After you have used it, and it has proven itself to be that long-looked for means of getting rid of such forms of rheumatism, you may send the price of it, One Dollar, but understand I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer, when relief is thus offered you free. Don't delay. Write today.

Mark H. Jackson,
939G Durston Bldg., Syracuse, N. Y.

Mr. Jackson is responsible. Above statement true.



Get Rid of That **FAT**

Free Trial Treatment

Sent on request. Ask for my "pay-when-reduced" offer. My treatment has reduced at the rate of a pound a day. No dieting, no exercise, absolutely safe and sure method. Let me send you proof at my expense.

DR. R. NEWMAN, Licensed Physician

State New York, 286 Fifth Ave., New York, Desk H-255



GIVEN \$20
Violin, Hawaiian Guitar, Ukulele,
Guitar, Mandolin, Cornet, Tenor Banjo or Banjo

Wonderful new system of teaching note music by mail. To first pupils in each locality, we give a \$20 superb Violin, Mandolin, Ukulele, Guitar, Hawaiian Guitar, Cornet, Tenor Banjo or Banjo absolutely free. Very small charge for lessons only. We guarantee success or no charge. Complete outfit free. Write now. No obligation. SLINGERLAND SCHOOL OF MUSIC, Inc. Dept. 752 CHICAGO, ILL

High Grade Knife \$1.00

Introduction Offer—Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle will be mailed you for \$1.00 and this advertisement. For only 25c extra your name and address will be shown on knife. Size 3 1/4 inches long.



NOVELTY CUTLERY COMPANY, 333 BAR STREET, CANTON, OHIO

Easy Money \$75 to \$200 Monthly All or Spare Time

Railroad Employees: Your spare time can be turned into dollars with a little effort.

We Want a Sales Agent on Every Locality

To introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternity Order. Also the member's full name and address on the other side. Blades, finest steel, handles handsome as pearl, clear as glass and unbreakable. Every knife guaranteed to be perfect. Every Railroad employe will want one as a mark of identification. We can also give permanent employment and exclusive control of territory to those who can give full time in taking orders from the general public. If you are earning less than \$1500.00 yearly, let us show you how to make more.

Miss Maude Baker, tonnage clerk, is spending several days with her parents at Blytheville, Arkansas.

LOUISIANA DIVISION Superintendent's Office

About the time that the Veile Speedster made its debut in our town—

The Assistant Chief Clerk, Edw. A. McGuinness, set an incubator.

Chief Clerk to Roadmaster, Joe Cope, Jr., produced a poem on Darwinism.

Chief Accountant, C. Bourgeois, continued private talks.

Secretary Dodds was seen on Delaware Avenue eight nights out of the week.

Trainmaster's chief clerk, Katye Browne, renewed the subject of bungalows.

Steno in Accounting Department, Maude Walker, became so interested in honeymoons that she asked for a leave of absence and now is at home to her friends as Mrs. Fitzhugh Lee. Congratulations!

File Clerk, Eppy Prescott and Timekeeper "Andy" Anderson found out that noon strolls were essential for their good health.

Gladys Browder, car recorder, preferred answering telephone on calls from Summit O-per-a-tor.

Annette Wilson, steno to roadmaster, continued her view on the best man in the world.

Loretta Wilhemsen, chief car recorder, retained her admiration for SPECK.

Vivian Johnson, another car recorder, was seen to take frequent one-way rides in a Ford at noon-time.

Marie Wardlaw, clerk to roadmaster, continued to have important business with Mr. Quigley's secretary (wonder when he works).

Burton Hayman, car recorder, decided that a step to the accounting department was good for his soul.

Joe Stamps, former co-worker, came back to us.

Johnny Beacham, clerk to supervisors, put a soft pedal on his voice.

Frances Otken, Beulah Clendenning, Altha Day, Una Holmes, Mary Browne, Earl McGowen, Forrest Kermeen and Della Mae Dougall became intensely interested in TONNAGE and have chosen that subject as their LIFE WORK.

Azel Ott, car recorder, continued his battle with box and flat cars.

Lylias Browne made her debut in superintendent's office, first as steno and then as record clerk.

Assistant Charge Account Herbert Wilmot, Accts. Judge Fant, Emmett Houeye, Herbert Douglas and J. A. Parnell, ascertained the quickest way to balance.

Chas. Douglas accepted a position as payroll clerk.

Louise Bridges, file clerk, went shopping.



E-J employ 13,000 people. Output of the five large factories is over 94,800 pairs daily, every working day. The output of the six large tanneries is 15,600 sides of leather daily. 3,951,000 yards or 2,245 miles of thread used every day; 10½ tons of tacks and nails used daily in the making of shoes. In the seven E-J restaurants 12,000 good wholesome meals are served every working day at a cost of 20c per meal to the workers.

ENDICOTT-JOHNSON

Shoes for Workers and their Boys and Girls

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

Ask Your Dealer for Endicott-Johnson Shoes

I. F. Tullis, accountant, paid us a visit for several weeks.

Claire Pimm, clerk to supervising agent, decided it was time for the MARCH NEWS

We have just received the sad news that our friend, J. L. Small, claim agent for the Louisiana Division, has been transferred to Paducah, Ky. Of course, we are more than sorry to see him go, but here's hoping that he will make a record there that the Southern Lines will not forget.

Messrs. W. E. McCloy and Trainmasters McLaurine and Campbell made a trip over the division recently in interest of "long-haul."

Scott McAfee is still here.

We have with us this week, Mr. O. B. Wood, traveling auditor.

WANTED—A good lawyer to straighten out Harry Campbell's Income Tax Report.

Chief Dispatcher's Steno received a wonderful poem, on Valentine Day and think that she will submit same for print in the next month's magazine.

Miss Mattie Thornhill is taking a sixty days' leave of absence at present.

Mr. H. C. Duckwitz, representative from office of General Superintendent Transportation, has been spending several days with us.

Master Mechanic's Office

Master Mechanic, E. C. Roddie, was called to Chicago on business last week and has just returned.

Have you seen Ruth Lane's Japonicas? The question is, do they come from the night or day roundhouse office?

Mrs. C. C. Wilson spent the day in New Orleans, Saturday, buying Spring slippers.

We have had Mrs. Bessie Holt with us again substituting for Miss Ruth Holt who made a business trip to Carolina.

Miss Sallie Flowers spent a pleasant day in Brookhaven last week with friends.

Why is our file clerk, Reba Womack buying so many pretty clothes? Is the Atlantic Fleet back in Port?

Erecting Foremen Lyons and Miller, as well as Man-Hour-Clerk Simmons are very happy over the discovery of oil at Magnolia. They evidently hold large shares of stock.

Collections have been taken up in the shop for relief of starving European children and, as usual, the shop men donated generously.

Mrs. Mabel Wardlaw enjoys her change of hours. Every evening at 3:40 she remarks, "Well, girls, I hate to leave you, but I have to go."

Chief Clerk Wardlaw attended the Fernwood hog sale last week.

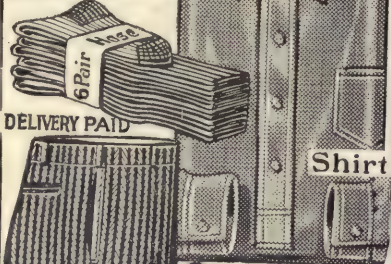
Miss Neola Ansley, timekeeper spent the week end in Brookhaven.

Mr. H. R. McKnight, assistant accountant is still working hard raising and lowering the windows and turning steam heat off and on.

We are so busy trying to figure out the amount of our income for 1920 that we haven't time for more. Goodbye!

Don't Send 1 Penny

Just send your name and address—no money—and I will send this chambray shirt, six pairs of hose and trousers to you prepaid. You save \$2.95.



DELIVERY PAID

Shirt

8 Pieces \$3.69
Reduced to \$3-

Worsted
Pants

These eight pieces consist of six pairs of hose, one chambray shirt and one pair of worsted trousers. The hose are made of good quality cotton yarn, woven in narrow elastic rib, with double heel and toe. Colors: Black or brown. Sizes 9½ to 11. Shirt is made of full standard chambray with pocket, attached collar and cuffs. Cut full. Double stitched throughout. Color: Blue. Sizes: 14½ to 17 inches neckband. The Trousers are made of good quality, heavy woven striped worsted, which will give an unlimited amount of wear. Customary pockets and belt straps. Can be worn for work or every day. Color: Gray. Sizes: 30 to 42 in. waist measure. Outfit must be ordered complete. A big money-saving bargain. The outfit sold for \$6.64 a month ago. For a limited time you can order the 8-piece outfit at the special price of \$3.69.

Delivery Free

Just send your name and address—no money. When the eight pieces are delivered at your door by the postman, pay him \$3.69 for them. We have paid the delivery charges. Examine the articles, and if you don't find them all you expected return them at our expense and we will cheerfully refund your money at once. Be sure to give sizes. Order by No. 61.

WALTER FIELD CO., Dept. H 1118, CHICAGO

Don't Suffer From

PILES



Send me your name and address and I will gladly send you on trial my mild, soothing, guaranteed treatment for Piles, which has proven a blessing to thousands who no longer suffer from the pain of this cruel, torturous disease. Send Post Card today for full treatment. If results are satisfactory costs you \$2.00. If not, costs nothing.

H. D. POWERS, Dept. 409, Battle Creek, Mich.
Show This to Some Pile Sufferer



The Engineer Says

"Nearly everybody says the President is the Big Boss but I differ with them. I say the Big Boss is the Ball Watch because about everything on this railroad is run by it."

Ball Watches

The Official Railroad Standard

The Ball Watch is especially designed to meet the exact official requirements of the great Railroad Systems. It is necessarily a most reliable watch; it consequently should be your watch. Ask your dealer.

THE WEBB C. BALL WATCH CO.

Cleveland, Ohio

CHICAGO
Garland Building

WINNIPEG
Confederation Life Bldg.

SAN FRANCISCO—Jewelers Bldg.



Twentieth Century Model

16 Size Ball Model
with safety Bow

"It pays to be careful with freight."

It is evident there will be no lack of social enjoyment at this station so long as those Ward McAllisters of the Delta, Messrs. Charles S. Kramer, Everett A. McGowan and Leonard E. Bonner are at the helm. Their latest stunt, the genuine "Bud Scott" dance at the Elks Lodge was a grand success and we are looking forward to their next move.

Mr. George A. Welch, chief clerk to Commercial Agent Russell, at Hattiesburg, Miss., visited here this month.

Mr. O. B. Wood, traveling auditor, has left after a two-week's session with our Statistical Division in connection with the Mississippi Rate Case.

Reports from the Company Hospital at Chicago are to the effect that Miss Anne McNair is doing well and we hope to have her back with us, restored to health, within a few weeks.

Announcement is made of a masquerade ball to be given by our social leaders at the Elks Lodge April 1st, the grand march to be lead by our Beau Brummel, Chief Clerk "Jack" Martin.

Memphis Division

Yard Clerk Arnold "Crip" Fulghum was back this morning on his old East Junction job.

Conductor T. A. Pomeroy is going to prove to his fellow workmen that two can live cheaper than one. He and Mr. L. G. Kelly's stepdaughter will be married soon.

Conductor R. L. Wilson said today that he was "crazy" about his local run between Memphis and the well known society town, Clarksdale.

Conductor H. B. Robinson has returned from Jackson, Tenn., where he was called on account of his mother being very ill. Mr. Robinson is train master of the Greenwood district, Memphis division.

Conductor Arthur "Rube" Edwards and Conductor C. B. Thomas have just returned from a short stay at Key West, Fla.

The Y. & M. V., Memphis division, is getting along fine with new double tracking at Greenwood. Mr. T. H. Robinson, superintendent of the works, said yesterday that he expected to finish the job this week. Mr. Robinson will return to Chicago.

Flagman T. H. Emerson will report for duty soon. He has been confined in the St. Joseph hospital for three or four months.

Conductor "Boss" Hazlewood got displaced yesterday by Conductor Richardson on account of senior man. Mr. Hazlewood was "G. Y. M." at Leflore.

Flagman C. H. Tennyson will leave within a few days for Jacksonville, Fla., where he will visit his uncle.

MEMPHIS TERMINAL.

George Barnett, machinist apprentice, in the fitting shop, has gone to Stafford Springs for a period of three months for the benefit of his health.

PANTASOTE

TRADE MARK

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE COMPANY

11 Broadway, New York

THOMAS

Rail Anchor Tie Plate

Two Devices Combined In One. Efficient, Economical, Reasonable in Price

Manufactured for all sections of rail by the

CHICAGO MALLEABLE CASTINGS CO.

West Pullman Station

CHICAGO, ILLINOIS

Become a STOCKHOLDER IN ILLINOIS CENTRAL

You can purchase 5 shares of stock by making initial payment of

\$90

and 20 monthly payments of about \$18 each. The same proportion would apply to smaller or larger orders.

At the end of this period the stock certificate is transferred into your name and mailed to you.

Dividends are credited to your account while payments are being made. At present price this stock yields around 8%.

Send for further details regarding above, also list of other good stocks that can be bought on the

Rose 20 Payment Plan

Write for FREE Booklet I. C. 26

**"How to Become
Financially Independent"**

ROSE & COMPANY

Investment Bankers

50 Broad St. New York

**Sangamo
Special**Adjusted to
6
PositionsDial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*,
as shown in
illustration**Bunn
Special**Adjusted to
6
PositionsDial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*,
as shown in
illustration**Is Your Watch Adjusted to
Six Positions?**

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

**"Sangamo Special"
and "Bunn Special"**

Railroad Watches are adjusted to *six positions*. Ask your jeweler about these superior watches. Descriptive folder sent on request.

**Illinois Watch Company
Springfield****Spencer Otis Company****RAILWAY SUPPLIES****Chicago, New York and St. Louis****Chicago Bearing Metal Co.****Offices:****2234-52 West 43rd Street
CHICAGO**

**Journal Bearings—Engine Castings, Brass
and Bronze Castings for all purposes.
Babbitt Metal.**

**T. S. LEAKE CONSTRUCTION CO.
GENERAL CONTRACTORS**

**7th Floor, Transportation Building
608 SOUTH DEARBORN ST., CHICAGO, ILL.
Telephone Harrison 7682**

Railroad Buildings Our Specialty**RAILROAD POLICIES FOR RAILROAD MEN****An Income for Life**

is provided for you and your family if you are a Continental policyholder,—the latest policies issued by the "Railroad Man's Company" pay as long as the insured is totally disabled by accident or illness. See our agent on your line or inquire by means of the coupon.

About \$27,500,000 paid to 1,000,000 policyholders and their beneficiaries.

**Accident and Health
Insurance**

(Cut out and mail today)

**Continental Casualty Co.
910 Michigan Ave.,
Chicago, Ill.**

I am employed by the ILLINOIS CENTRAL RAILROAD. Please send me information in regard to your accident and health insurance such as is carried by hundreds of my fellow employees.

Age _____ Occupation _____

Division _____

Name _____

Address _____

Continental Casualty Company H. G. B. ALEXANDER **Chicago**
President

C. W. Wilkins, head timekeeper, has been absent from his duties for a few days on account of a gathering on his face. The boys in the office do not know whether it is a boil or a smile.

Wm. A. Frost, air fitting room foreman, has returned from a business trip to Easley and Birmingham, Ala.

Engine 2004, which has been in shop for new application of Baker valve gear and piston valves, has been marked for service. This is the first engine of this class on this division to have these changes made.

Major Owens, and Wm. Chism, machine shop employees, have returned home from New Orleans where they visited friends for a few days during the Mardi Gras.

Master Mechanic Garber has returned from a business trip to Chicago.

Wm. Gideon, of the blacksmith shop, has returned from Knoxville, Tenn., where he was called by the serious illness of his mother.

James Swanton, tool room foreman, is greeting his friends with a smile now. It was a girl, and weighed eight pounds. Congratulations and cigars, James.

Martin Creedon, aged 23, chief clerk at Nonconnah, Tenn., while driving his automobile Jan. 29th, was struck by a street car and seriously injured. He died the following day at the Baptist Memorial Hospital. Mr. Creedon was a young man of sterling character, and had been with the I. C. Railroad seven years. The employees of the

3 Genuine Blue-Bell Chambray Shirts \$2²⁹

SEND NO MONEY

Double Shoulder Yoke
Extra Full Across Chest
Double Stitched Seams
Non-Rip Sleeve Facing
Reinforced Gusset

SEND NO MONEY Rush your order in today sure. Greatest shirt offer ever made. 3 fine heavy Blue Chambray shirts for work and semi-dress guaranteed fast color and worth \$1.50 each, only \$2.29.

OUR GUARANTEE If you can match these 3 wonderful shirts for less than \$4.50, and do not think you have saved at least \$2.50, return at our expense. Don't pay high retail prices. Order today sure, before it is too late. WE PAY DELIVERY CHARGES TO YOUR DOOR, another big saving. All 3 shirts \$2.29. Give neck size.

BERNARD-HEWITT & COMPANY
Desk F 353 910 W. Van Buren St., CHICAGO

shop wish to express through this magazine their sympathy to the bereaved parents and relatives.



SUPERINTENDENT'S OFFICE FORCE, NEW ORLEANS TERMINAL, NEW ORLEANS, LA.

Illinois Central Magazine

UNIVERSITY OF ILLINOIS LIBRARY

APR 23 1921



Court House,
Robinson Ill..

April 1921

OLD KENTUCKY HOMESPUN TOBACCO

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TOBACCO GROWERS ASSOCIATION OF KY. MAYFIELD KENTUCKY

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The People Are the Real Rulers of the Railways of the United States

Reprinted from the Nation's Business of March 1921

By James B. Morrow

IN THE BEWILDERMENT caused by words—millions of words, uttered and written, for most part, in ignorance or self-interest—the people, otherwise the voters, male and female, of the nation, have failed to realize that they now, at this particular instant, control (“Control, verb; to exercise control over, hold in restraint or check; direct; regulate; govern; dominate”—Century Dictionary) the railroads of the United States.

This is done, not by the people directly, which would be harmful to everybody, but by authorized agents. All things governmental are done in this country through agents, acting for the people, and the people, in the main, choose the agents. This great underlying fact needs constantly to be restated.

The voters in 1918 elected a Congress; in 1916, a President. That Congress and that President are jointly to be praised or censured for the Transportation Act of 1920 for that is the act that gives to the Government in Washington full control of the railroads.

But not the power to operate them—that is, to run them. The proprietors still enjoy that right. It is that right, and that right only, over which railroad labor and railroad capital are now contending.

Capital insists on operating the railroads because it owns them. Labor seeks to operate them because it wishes to dictate its own terms; its working conditions, its hours of labor and its wages. All talk about better service to the public is claptrap.

No Danger of a Surplus

So is the talk about turning a prophesied surplus into the National Treasury. A tan-

gible deficit, on the contrary, and a huge one, would under Government ownership and Government operation, be taken out of the Treasury, out of the taxes collected from the public. It is neither well in wisdom nor in patriotism to be mealy-mouthed at this juncture.

Having greatly added to its power over the railroads, over their finances, their income and their outgo, the Government has given the railroads certain guaranties. This was done not so much to help the railroads as to increase their facilities for moving the nation's goods.

The Transportation Act of 1920, for instance, promises the railroads a return of 6 per cent on their capital investment—provided they can earn it by capable management. Money today is worth from 7 to 8 per cent. If it were worth but 4 per cent, lent on land mortgages or industrial bonds of the highest quality, 6 per cent dividends on railway shares would be most reasonable and moderate.

Freight rates and passenger fares, then, must be high enough to meet the 6 per cent promised by law. The arithmetic in the problem begins with the finding of the money values of the railroads. Six per cent on what sums? The function of ascertaining the sums was given by Congress, in the law of 1920, to the Interstate Commerce Commission, a body of eleven men (agents of the people), appointed by the President of the United States, who is the chief national agent of the people and is chosen by the people themselves.

Values being found—an immense and complicated undertaking in itself—the next step,

under the new law, is to establish freight rates and passenger fares at a level where the earnings of the railroads, all expenses deducted, shall equal a 6 per cent profit to the owners of the properties. This function is also performed by the Interstate Commerce Commission, as agents of the people and responsible, through the President, to the people.

Furthermore, no railroad can increase its bonded debt (give a new mortgage) or add to its capital by the sale of shares unless it has the consent, after a hearing, of the Interstate Commerce Commission. It must explain its needs in detail and have its needs approved.

The National Government, therefore, by its control over the capitalization of railroads, by its computation of railroad values and by its regulation of rates and fares for transportation possesses all the primary and dominating elements that are inherent in ownership itself.

There are many other phases of the Transportation Act of 1920, all helping to intrench the Government's settled policy of supervising the carrying of freights and passengers, at cost, with a profit of 6 per cent added. The law was written by agents of the people and enacted by agents of the people. The President of the United States signed it and it is the duty of the Interstate Commerce Commission to enforce it.

In all the long and delicate process of authorship, enactment and enforcement only a single interest was thought of and that interest was neither organized labor, as such, nor organized capital, in itself. Instead, it was the people, all of the people, regardless of their business or where they are located. The law will be bettered when experience shows that it requires betterment and the work will be done seriously and without excitement.

It's a Mighty System

The eleven agents of the people—actually there are only nine at this writing, two vacancies still existing—have jurisdiction over 250,000 miles of main tracks, on which there are 69,000 locomotives and two million and a half freight cars, and other property valued at twenty billion dollars. Next to agriculture, the railroad industry is the largest in the country.

In the ten-story building occupied by the Interstate Commerce Commission are 1,400 accountants, specialists, stenographers and

clerks. Eight hundred employees are engaged in field or outside work. Each commissioner has his own room and staff of secretaries and assistants. His term is seven years and his salary a thousand dollars a month. "Not more than six" of the commissioners, reads the law, "shall be appointed from the same political party."

Five of the nine commissioners are lawyers, three are college professors and one is, or was, a labor leader. All except the latter were university men and are "progressives," if anyone understands the actual meaning of that word when used in relation to politics or social questions.

Clyde B. Aitchison, age 46, practiced law at Portland, Oregon; Charles C. McChord, age 61, at Louisville, Ky.; Henry C. Hall, age 61, at Colorado Springs, Colo.; Joseph B. Eastman, age 38, at Boston—where he was counsel for street railroad employees in wage cases—and Mark W. Potter, age 55, in New York.

The college professors are Balthasar H. Meyer, age 55, political economy at the University of Wisconsin; Winthrop M. Daniels, age 53, political economy at Princeton, and Henry J. Ford, age 69, politics, also at Princeton.

Edgar Erastus Clark, age 65, is or was the leader of labor. He is chairman of the commission, having twice before held that post, and has been a member of the body since August, 1906. He is the only railroad man among the nine. In his youth he was first a brakeman and then a conductor.

A group of railroad men, minor officials and old acquaintances, were talking about the Clark appointment, just announced by President Roosevelt.

"Ed," one of them observed, "always was lucky."

"You may call it luck," Job A. Edson answered, "but I don't."

"Jo" Edson, then, as now, was president of the Kansas City Southern Railway. Years before he had been a telegraph operator for the Lake Shore, then a train master for the Union Pacific, then a division superintendent for the Missouri Pacific, then the manager of the Denver and Rio Grande. Doubtless there were men in the group who thought he had been lucky.

"It is not luck," Mr. Edson said. "I knew Ed. Clark when he was a conductor on the Rio Grande, running passengers and freights," he continued. "I saw him often, day and night, as I traveled up and down the line, and I noticed that whenever his train was on a siding that he was outdoors watching and waiting for the other train to pass.

"I also noticed," Mr. Edson went on to say, "that the ordinary conductor on such occasions remained in the caboose and took a nap, depending on his crew to notify him when it was safe to go ahead. Ed. Clark has not been lucky but has been a good manager of his job and of himself."

"Clark once told me something that I have never forgotten," Mr. Edson remarked to the writer of this article, in his office at Kansas City. "If a brakeman," he said, "walks to a switch to let a train on the siding, or walks back so as to flag any train that may be approaching, he is not of much account. If he runs, make him a conductor as soon as you can."

In workable theory and sound practice, as well as in years of service, Mr. Clark ranks first on the Interstate Commerce Commission. His character, personality and methods, therefore, considering the new relations between the people and the railroads, are of much importance. They are also interesting, and, in a sense, not without the savor of romance.

A boy, at Lima, in New York, his birthplace, he aspired to be a blacksmith. As a volunteer, he pumped the village bellows and watched the man at the anvil hammer hot iron into horseshoes. But when Jimmy Murphy let him use his saws, planes and chisels the making of furniture captured his fancy and intentions.

But the father died and the mother moved to a farm in Minnesota. At the age of eighteen Edgar Erastus Clark was a brakeman on what is now a part of the Rock Island System. His future, however, as he read it, lay farther to the West.

"I stopped," he said to the writer, "at various places on the way to the Pacific Coast. At Ogden I was offered \$75 a month as a brakeman on the Central Pacific. I had been getting \$40 a month in Minnesota. In two years I had a train of my own. I was employed as a conductor on that road, on the

Northern Pacific and on the Rio Grande until 1889, when I became an officer of the Conductor's Brotherhood."

"Who is the conductor?" William H. Bancroft, superintendent of the Rio Grande, asked, when he was told by telegraph that No. 8, with ten coaches of passengers, was waiting at Pleasant Valley Junction because a great storm was raging ahead on the desert. The conductor had advised remaining there until he could get reports that the track, laid on sand, was safe, or returning to Ogden.

"It's Clark," the train dispatcher informed Bancroft.

"If it is Clark," said Bancroft, "tell him to use his own judgment."

No passenger that rode with Mr. Clark ever lost his life. No passenger was ever injured. When his train, freight or passenger, stopped for orders or to let some other train pass, Clark walked its length on both sides to examine its wheels, brake-rods and connections. "And he was not above making any repairs himself that were necessary," said Job A. Edson.

For sixteen years, 1890 to 1906, Mr. Clark was chief of the Order of Railway Conductors of America. When Theodore Roosevelt was serving as President, in what is loosely called his first term, he made a speaking tour through the South, timing his journey so as to be in Chattanooga during a convention of the Brotherhood of Locomotive Firemen.

Mr. Clark also went to Chattanooga and Mr. Roosevelt and he talked the same night from the same platform to the same audience. Clark spoke without notes and when he left the floor President Roosevelt grasped his hand heartily and said: "You are a man of unusual good sense."

That meeting, or that speech, brought great change in Mr. Clark's life. The very next month President Roosevelt appointed him a member of the arbitration committee, agreed to by operators and miners, for the settlement of the now historical anthracite coal strike. Four years later, President Roosevelt made Mr. Clark a member of the Interstate Commerce Commission. Both President Taft and President Wilson have honored Mr. Clark with reappointments.

The facts of the coal strike and the settlement of the strike, the parties in interest

insisted, should be ascertained and left to a committee composed of a United States judge, a conspicuous divine, an army engineer, a mining engineer, a coal operator, and an "eminent sociologist." Roosevelt desired to choose Clark as a member of the committee, but Clark fitted into no other class, so Roosevelt called him an "eminent sociologist" and gave him the appointment.

"This is my eminent sociologist," the President once said, in introducing a notable Englishman to Mr. Clark. The Englishman, impressed, bowed most gravely, while the President grinned and Mr. Clark had trouble in keeping his face straight.

Mr. Clark did not know that Mr. Roosevelt ever thought of him in connection with the Interstate Commerce Commission until he read the notice of his appointment in the newspapers.

"There is only one way of making the railroads worthy of the country, said Mr. Clark, "and that lies wholly in the expenditure of money for extensions and improvements. And this money should be supplied by investors.

"I am not in favor, however, of letting the railroads earn enough surplus over expenses and charges to pay for the extensions and improvements that are needed and will be needed in the future. Such things are permanent and money-making additions to railroad property and should be capitalized—that is, provided for with money invested by our people in railroad securities."

"You were once opposed to the Government owning and operating the railroads," the writer observed. "Has there been any change in your opinion on that subject?"

"None whatever. The Government, under the best of conditions, cannot operate the railroads any more satisfactorily to the public than they can be operated under private ownership. This we know. Also we know that the Government cannot do it as cheaply. Deficits, were the Government to run the railroads, would be certain, and deficits would have to be met with money from the United States Treasury, with money raised by taxing the people."



Dyer County, Tennessee, Farmers Inter- viewed on the Subject of Illinois Central Service

OVERLAPPING the line which divides the cotton belt from the grain producing section in the central Mississippi Valley, Dyer County, Tennessee, possesses agricultural resources which constitute a mine of unexplored wealth. It is the proud boast of Dyer County farmers that their soil and climatic conditions, their transportation facilities and available markets are favorable to the production of any agricultural product which may be grown in the United States, which the exception of tropical fruits. Farming is now greatly diversified, and the forward looking farmers predict that diversification will be considerably extended during the next few years.

An example of growing diversification is in the strawberry and truck farming interests which have now begun to take an important place in the agricultural life of the county. This is the second year that strawberries are being shipped out in quantity. Tomato growing is being extended rapidly and other garden truck is being developed in greater abundance than before. Dairying interests are springing up through the county. Beef production is well established, but comparatively is so recent as to be named among the developments of late years.

It was to this county that the Illinois Central's interviewer was sent on the seventh of a series of trips into farming communities to sound out farmer opinion on railway service, particularly Illinois Central service.

Dyer County farmers are not pessimistic over the farm outlook. They are not highly enthusiastic, to be sure, but they are conservatively optimistic. They have a belief that conditions, which just now are marked with a bluish tinge, will right themselves in the near future. They certainly are not laying down on the job.

The interviewer caught one farmer just as he was making out a check in payment for a bunch of hogs which he was buying for feeding. This farmer—Ed. E. Williams of Newbern—hasn't disposed of any of his 1920 corn crop; he is feeding it all.

"I am not discouraged," Mr. Williams said, when the interviewer expressed admiration of his game spirit. "Of course, I'm not jumping up in the air and craking my heels together over farm conditions. None of us farmers are. But I'm not discouraged. I'm paying for these hogs and still leaving enough of a balance in the bank to carry me over until harvest."

Not all the farmers have recovered from the shock of falling prices sufficiently to display Mr. Williams' buoyant spirit—it must be admitted that his is an outstanding case.

Find Diversified Farming Profitable

The farmers of Dyer County are finding diversified farming highly profitable. While their neighbors on the south have been paralyzed by the demoralization of the cotton market, they have gone on, marketing their hogs and sheep and

cattle, their corn and wheat and oats and grasses, their berries, garden truck and dairy products. Very few of them will admit having made money this last year, but at the same time nearly all will admit that their losses have been light in proportion to those other farming communities have suffered.

The trend toward diversification started during the early days of the war, when the farmers began to cut their cotton acreage. When the United States entered the war and the government appealed to Southern farmers to turn their cotton fields over to the production of foodstuffs, cotton acreage was cut nearly one-half in Dyer County. Last year the cotton produced amounted to considerably less than half the pre-war normal crop, and the farmers say they are cutting their 1921 acreage 25 to 50 per cent from 1920. Conservative estimates are that it will be cut on an average of 35 to 40 per cent for the county as a whole.

The interviewer found the farmers of the county highly appreciative of the Illinois Central System and its facilities for carrying their goods to market. When the purpose of the visit was explained, the reporter was invariably greeted with a reply something like this:

"We folks down here are great friends of the Illinois Central. We think it is the best railway system in the South, and we're not sure but that it's the best in the country."

The farmers have found that the railway is a real friend of theirs, anxious to serve their needs. They have faith in the ability of the men who direct the policies of the road and they are well acquainted with and like the men who carry out these policies in their partic-

ular territory. The reporter failed to hear a single grievance against any one of the railway's representatives, and many expressions of appreciation for the courtesy and efficiency of their service were heard.

Dyer County will soon celebrate its 100th birthday, having been founded in 1822. It was originally heavily timbered, but timberlands have been largely cleared away, leaving a fertile sandy loam. Rainfall is from 46 to 50 inches annually, and artificial drainage systems, both tile and surface, are being employed to carry away surplus water.

Markets Brought to Back Door

Transportation and the accessibility of good markets are important factors in any farming community, and Dyer County is especially favored. The Illinois Central brings Chicago, St. Louis, Louisville and Memphis right to the back door. Farm products can be marketed over night in any of these cities.

"Always topnotch" is the way A. E. Menzies of Dyersburg, one of the largest farm owners in the county, who counts his lands by thousands of acres, characterized Illinois Central Service. "Everybody says the Illinois Central System is the best in the South; I guess they're right."

Mr. Menzies has large farm interests in southwestern Dyer County, served by the Tiger Tail branch of the Illinois Central. He also does considerable logging. He declared that he always has received the best of freight service from the Illinois Central and particularly complimented the high standard of service rendered by local representatives.

J. T. Bratton of Dyersburg is another extensive farm operator. He owns a

230-acre farm adjoining the city of Dyersburg and is manager of a 2,500-acre plantation in northwestern Dyer County, near the inland town of Bogota. Mr. Bratton discussed farm conditions in western Tennessee. He is reducing cotton acreage considerably on both his own farm and the plantation of which he is manager. He is one of the farmers who has been going into strawberry growing.

In discussing the reduction of cotton acreage, Mr. Bratton explained that more grass seed has been sold in Dyer County this year than ever before in a single season.

The Forrest Ferguson Farms at Dyersburg are rapidly being made into one of the outstanding showplaces of western Tennessee. Mr. Ferguson, now a highly successful merchant at St. Louis, has taken the family home of 1,200 acres east of Dyersburg and is developing it with special attention to dairying, poultry raising and truck farming.

Would Make Dyer Famous for Dairying

J. W. Magee, an experienced dairyman, has been placed in charge of the Holstein herd. A modern dairy barn, said to be one of the finest in the world, is just being completed. Other dairying facilities are being developed rapidly, and efforts are being made to interest other farmers of that community. During the reporter's visit preparations were being made for a Dyer County sale of nineteen pure-bred Holstein bulls, which the Fergusons hope will become the center of other dairy herds, making Dyer County noted for its dairying interests. Mr. Magee declared that Dyer County is unexcelled in its natural facilities for dairying.

The general activities of the Ferguson Farms are under the direction of Charles Ferguson, brother of the owner. General farming includes more than small grain, grasses and livestock. All sorts of fruits and vegetables are produced. There will not be a pound of cotton on the farm this year.

Chester Turner is director of the poultry department, which specializes in Barred Plymouth Rocks. It is announced rather modestly that Mr. Ferguson has requested producing 10,000 hens this summer, which will mean the hatching of probably 25,000 to 30,000 baby chicks. The farm held something like 5,000 chicks on the day of the reporter's visit and the huge incubator was turning them out faster than one man could count them.

Mr. Magee of the dairy department spoke on behalf of Owner Ferguson in saying that his chief considered Illinois Central services unexcelled. He added that his own experience had been highly satisfactory.

R. L. Summers of Dyersburg has a 115-acre farm of his own and manages a 1,164-acre plantation in northwestern Dyer County, near Bogota. His cotton acreage will be cut one-half, he said. His comments on Illinois Central service were favorable.

A Dairy Campaign Is Suggested

The Illinois Central ought to send a development agent into Dyer County for at least a week in the interest of dairy promotion, according to O. P. Bishop of Dyersburg, owner of a 140-acre farm, who is a dairy enthusiast and is acquainted with the educational work which the Illinois Central's development bureau has been carrying on for several years in Mississippi. Mr. Bishop's farm

is largely devoted to wheat and clover. He expects to add a Jersey herd soon.

Mr. Bishop is authority for the statement that the Ferguson interests are considering the establishment of a creamery at Dyersburg, if enough farmers in that section can be interested in dairying to make the project worth while. He wants Illinois Central to encourage it.

Dyersburg men are boosters, according to Mr. Bishop, who might well qualify to such description himself, but he believes they need leadership. Mr. Bishop warmly praised the Illinois Central's service and spoke especially of the value of the educational work done in the South.

While Mr. Bishop advocated the need for leadership, Dr. J. A. Green, Dyersburg farm owner, who was present at the conference, gave another suggested remedy. He believes the country needs new blood and suggests co-operation with the development service of the Illinois Central to bring in immigrants. Doctor Green owns eighteen Dyer County farms and his holdings total about 3,500 acres. He expects to start a Jersey herd on one of his farms adjoining the city in the near future, making his son manager of the place.

J. C. Elder of Dyersburg is the pioneer in developing the strawberry industry in Dyer County. His farm holdings are in O'Brien and Gibson counties, along the Illinois Central and another line of railroad. He has 100 acres in berries in O'Brien County and 30 acres in Dyer County, the latter rented land.

"I wouldn't attempt to raise strawberries any place except on the Illinois Central, that's how well I think of your company's service," Mr. Elder said when he was introduced. "I rent strawberry

land in Dyer County especially to take advantage of your facilities for handling berries."

Mr. Elder established a large strawberry field in Dyer County two years ago and he has seen the industry extended until scores of farmers are interested.

D. W. Moss of Dyersburg is one of the principal farm operators of the county, his interests extending into the control of about 10,000 acres, including the Midway Farm located halfway between Dyersburg and Newbern, a 1,200-acre farm which he expects to have under complete cultivation within a few years. Allen Burkett is manager of Midway Farm, which has general farming interests and a Shorthorn herd.

Mr. Moss believes that railway wages must come down, especially wages paid unskilled labor.

Wages of Unskilled Labor Unfair

"It is unfair for the railways to be forced to pay unskilled negro labor \$3.20 a day for eight hours work when similar labor is being obtained by the farmers for \$1 to \$1.25 a day and worked from sunup to sundown. It is unfair to both the railroads and the farmers and creates a bad condition among the negroes."

Mr. Moss had heard rumors that the Illinois Central is considering the establishment of a demonstration farm in western Tennessee and he declared that if such a plan is considered he thinks it should be located at Dyersburg.

Mr. Moss complimented Illinois Central service highly.

J. W. Hawkes, whose 136-acre farm lies half-way between Dyersburg and Newbern, declared that Illinois Central service is always high class.

Farming in the vicinity of Newbern, in the northern half of the county, is more highly diversified than in any other section of the county. Livestock interests are especially heavy. Newbern is a busy shipping point. One hundred eighty-seven carloads of livestock were shipped out last year. Other shipping from that point during 1920, in terms of carloads, included: Hay, 126; logs, 236; corn, 81; cotton, 65; cotton seed, 52; straw, 17; oats, 13; wheat, 9, and eggs and poultry, 5.

C. O. French, who owns 535 acres near Newbern, discussed freight rates with the interviewer. He said that his relations with the Illinois Central always had been pleasant.

Similar testimony was given by R. W. Pace of Newbern, who ships a large amount of stock.

E. R. Ditmore, whose 675-acre farm lies three miles from Newbern, is pointed out in the country round about as one of the most progressive farmers of the vicinity. He has one of the finest Short-horn herds in the country and also does general farming. His son, Oscar, who is associated with him, met the interviewer, with his father, and farmer-railway relations were discussed. Both father and son spoke highly of their association with the Illinois Central and complimented the service which they have received.

Want Covered Stock Pens

H. P. Tigrett is another Newbern farmer who is pointed out as a representative of the progressive spirit of the community. On his 400-acre farm (he has other holdings in addition outside the county) he raises Hampshire sheep, Berkshire hogs and Shorthorn cattle.

Mr. Tigrett believes that the Illinois Central should have covered stock pens

at Newbern to protect stock from the heat and rain.

Albert G. Harris of Newbern is a wide reader and has followed the published articles concerning the development of better relations between the Illinois Central and its patrons. He expressed his appreciation of this work and of President Markham's direction of it.

"I am mighty glad to see it," Mr. Harris said. "I might have been a critic of the railways, but it may make a sympathizer out of me yet. It certainly gives us farmers a better knowledge of railway problems.

"I had a special opportunity to observe Illinois Central service during the war, when my boys were in camps in all parts of the country. Going back and forth, we found that Illinois Central was outstanding. It always was a relief when we got back to the Illinois Central lines."

S. I. Biffle of near Newbern is another farmer who advocated the covering of stock pens. He also suggested that a more rapid freight service on cattle shipments be worked out between that territory and St. Louis. A competing road is able to make the St. Louis market with its stock train several hours ahead of the Illinois Central, he said.

Ed E. Williams, who is quoted earlier in this report, was another advocate of covered stock pens.

James T. Harris—a brother of Albert G.—spoke highly of the friendly spirit which marks the relationship between the railway and its farmer patrons at Newbern. He believes that the anti-railway hostility which he says once could be found in farming communities has almost entirely disappeared. Mr.

Harris is a general farmer and a successful experimenter in strawberries.

Rates Are Not a Tax on Business

C. C. Redman of Newbern hardly belongs in the catalogue of farmers, but he is a warm friend of the Illinois Central and an incident of the reporter's visit with him is worth repeating. Mr. Redman had just read President Markham's statement discussing the proposal of freight rate reductions and approved it heartily. He agrees with President Markham's views in regard to freight rates.

Mr. Redman told the reporter that the cost of freight and express transportation purchased by him during 1920 amounted to only 4 per cent of his gross sales, whereas prior to the war it had run from 7 to 9 per cent.

H. M. Hendrix of Finley, who farms 700 acres of delta land along the Mississippi River in the western edge of the county, predicted a great future for the county in truck farming. Although he spoke of what he termed the burden which freight rates impose on the farmers, he said that he realizes the need for railway solvency.

E. F. Davis of Dyersburg owns 2,000 acres of farms in the vicinity of RoEllen and Tiger Tail. He greeted the interviewer with a statement that he is unalterably opposed to government ownership of railways.

"I don't want the government to own anything except postage stamps," was his comment.

Mr. Davis expressed a belief that railway labor costs should come down and declared that high-handed labor leaders seeking to perpetuate their hold on labor (the expression is his) are fast losing sympathy with the file of the people.

Mr. Davis believes that Illinois Central equipment and service are extraordinarily good. He spoke especially of how courteous and considerate he has found local representatives of the railway to be. He complimented the Illinois Central's dining service as unsurpassed on any road on which he has traveled.

James Fuller of Dyerburg has 400 acres in the northern part of the county. Service is good, he said. Freight rates and their relation to farming were discussed.

Good Roads Big Factor in Farming

John C. Rogers, editor of the *Dyersburg State Gazette*, is highly interested in the development of Dyer County and his comment on the agricultural situation should not be amiss. He believes that good roads are an important factor in the development of the county and is working earnestly for hard surfaced roads. Plans were being made in the county during the reporter's visit for letting the contract for a hard surfaced road from Dyersburg to Newbern, the first of a network of hard surfaced roads which will be extended throughout the county in time.

L. P. Glass, editor of the *Newbern Tennessean*, is another live-wire newspaper editor whose interests are strongly identified with farm development.

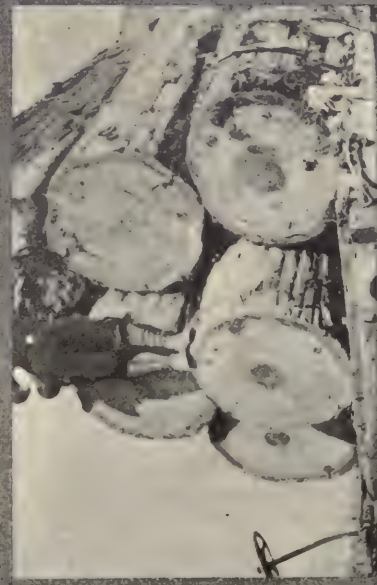
Things to Talk About

THE coal bill of the Illinois Central System increased 217 per cent between 1914 and 1920, or from \$5,662,830 in the former year to \$17,985,750.82 in the latter!

In 1920 there were 5,350,298 tons of coal used on the Illinois Central System, when the average price paid was \$3.36 a ton. The average contract price in 1914 was \$1.36 a ton, and consumption was 4,151,424 tons.



Banner Car load
of Logs.
Views of I.C. car
69349 loaded with
12 logs equalling
11282 feet, loaded
by Darnell-Love
Lumber Co., at
Erol's Spur, Miss.
consigned to
their mill at
Leland Miss.



Public Opinion

Good Record Made by Illinois Central

THE Illinois Central railroad made a remarkable record for punctuality in August, September, October and November, and has told the public about it in newspaper advertisements.

The average on-time record of a number of other railroads in the months named was 83 per cent; that of the Illinois Central was 96 per cent. The Illinois Central is justified in taking pride in this record.

The lowest monthly average in the year 1920 was January, with 93.4 per cent of on-time trains, and the highest was October, with 97.3; November pushing October close with a flat record of 97 per cent.

No public utility loses by letting the people know how it is conducted. Utilities, like individuals, never can foresee when the need of friends will arise, and every big corporation makes friends by taking the public into its confidence.—Birmingham (Ala.) *Age-Herald*, March 3, 1921.

Ready to Listen

A few days since Mr. A. J. Martin of Vicksburg, wrote a communication to the Vicksburg Herald, complaining about the high freight rate on statuary from New York to Vicksburg.

The article came to the attention of President C. H. Markham, who promptly sent a complete and satisfactory reply to Mr. Martin, explaining that the freight rate on statuary is double the first-class rate because of the fact that it is the most difficult of all freight to handle; that it is always liable to breakage, which means heavy damage claims, and is invariably shipped in less than carload lots, making several transfers at junction points necessary.

The incident is cited as an illustration of President Markham's free, open and straight-forward method of dealing with the patrons of the Illinois Central. No subject is too small to command his attention. A few years ago, when some railroad officials believed in the "public-be-damned" policy,

a letter of complaint from a patron would have received no attention whatever. The very best he could hope for was a note or personal visit from a local freight agent.

But that's not the Markham method. The head of the Illinois Central believes in publicity. He has no secrets from the general public. He is ready and willing at all times to show his hand, to give patient and courteous hearing to any complaint or criticism that may be offered, and do everything that is reasonable and within his power to satisfy the critic or complainant.

Mr. Markham goes even further than this. For the past several months he has had a well-trained newspaper interviewer touring the various lines of the system for the purpose of actually soliciting complaints and grievances from patrons. This interviewer also solicits suggestions as to ways and means of bettering the service, and President Markham frankly acknowledges that some first-class ideas have been obtained through this method, and will be put into practical operation.

And herein you will find the explanation of why the Illinois Central is one of the greatest and most efficient railway systems in the world.—Jackson (Miss.) *Daily News*, February 7, 1921.

Who Be Damned?

The attitude of big corporations toward the public on questions of service and safety has been familiarly characterized in the past by the phrase, "The public be damned."

However applicable the designation might have been in the past, or might be at the present time in some instances, we are sure that the phrase has been overworked and very often has become mere camouflage behind which the public cloaks its own indifference and remissness of duty toward public service corporations.

Fair play is a boasted trait of Yankee character and is as much due toward a corporation with its tens of millions of assets

as it is toward your own home town industrial corporation with a capital stock of ten or twenty thousand dollars.

Just now there is a clamorous demand on the part of the public that there be laws enacted that shall eliminate all grade railroad crossings.

Statistics now available show that in the four years ending December 31, 1920, there were 4,350 persons killed and 12,750 injured in the United States in automobile grade crossings, of which number 158 were killed and 659 were injured on the Illinois Central System.

We have no desire to minimize the responsibility of the railroads in this matter but our spirit of American fair play impels us to call attention to the fact that there is a duty resting upon the public no less obligatory than that upon the railroads.

Inasmuch as nearly all of these automobile accidents are due to pure carelessness on the part of the drivers, the public should consider its own interests and duty in lessening these casualties and co-operate with the railroads in any movement tending toward their avoidance. Do we heed the warning, "Safety First" and do we "Stop! Look! Listen!"?

The Illinois Central System has 8,000 grade crossings, the elimination of which and the substitution of subway or elevated crossings would cost the company a sum equal to the combined stock and bond issues of the road. The public desires and is entitled to better service and greater safety on the part of the railroads but, any demand for the same should be reasonable and not in its nature confiscatory.

It is as much the duty of the public to share in the burden and the solution of the safety problems of railroad transportation as it is to secure safety of traffic on our public highways. Let's be American "play fair" citizens and study these problems of public service and safety as the people's business as well as the railroad's.—A. D. McCallen, in the Newton (Ill.) *Democrat*, February 3, 1921.

Public Must Pay the Bill

C. H. Markham, president of the Illinois Central Railroad, argues that when it comes

to eliminating grade crossings in cities the expense should be shared by the community and the railroad. He ventures the statement that if the community is called on directly to pay a full share of the cost the demand for overheads and subways will diminish. Very likely he is right about this.

There is something more to be said on this point. Among intelligent people, such as we have in this country, there should be no difficulty in realizing that in the end, in fact almost right away, the communities are called on to pay practically all the cost bill. Surely we should not require the demonstration of a direct tax to make us sure about this.

Say that it takes a hundred million dollars to eliminate certain grade crossings. If the public does not pay directly railroads must find money to do the work. Thereupon the railroad company has a much heavier investment. When rates are made for railroad service this heavier investment is taken into the account, has to be. And then the public begins to pay.

We must not be foolish enough to imagine we can order the expenditure of millions and have the other fellow stand all the bill. If we can't think straighter than this, more to the point, we haven't anything on the Bolsheviks who have sent Russia to the dogs.—The Decatur (Ill.) *Review*, February 16, 1921.

Effect of Damage Suits

The habit of people rushing to court for every single personal injury or alleged injury has grown to dangerous proportions in Mississippi. We begin by filching the public service corporations, because of prejudice they were easy prey; but there were not enough of these to supply the demand, and get-rich-quick individuals have been turning their attention to private individuals who happened to be so unfortunate as to have accumulated some property.

A case of this kind occurred in Vicksburg recently, but the sufferers in this case are not quietly submitting to an unreasonable jury verdict.

A driver of one of the oldest firms in the city accidentally backed the firm's delivery

truck against the hand of a man who was opening a gate for the truck, and mashed off three of the fingers. We are told that the car was being backed through the gate at the solicitation of the injured man. Suit was brought for \$15,000 damages and the jury in the case gave \$12,000. The members of the firm representing a family of about thirty men, became so incensed at the unreasonable verdict they determined to sell the business and remove from the city. It was not a threat, made in the heat of passion, but a determination to leave a state where such a thing could be perpetrated; and the business was immediately advertised and sold. It is understood the large family will move to Detroit.

We hope this rebuke will cause an awakening in Mississippi, if for no other reason than for the purpose of keeping good people from leaving the state. If a man should be carelessly damaged he should be entitled to fair compensation, but unreasonable verdicts simply because the victim has money is both grossly unjust and detrimental to the state.—Port Gibson (Miss.) *Reveille*.

RAILWAY PERILS

Accidents like the recent catastrophe on the New York Central line tend to arouse unjustified fears regarding the danger of railroad travel. Here are some simple facts,

vouched for by statisticians, which any timorous traveler will do well to bear in mind when boarding a train or rounding a curve.

During the last 30 years, while passenger traffic in the United States has increased more than 300 per cent, the increase in the number of passengers killed has been only 16 per cent. Clearly, the degree of safety has increased enormously. The tendency to regard American railroads as particularly careless and "murderous" is today based on tradition rather than existing conditions.

It may be reassuring to learn what the chances are of losing one's life in a wreck. According to the best obtainable information, there is one passenger killed for a little more than every 100,000,000 miles of passenger travel. Therefore a man who has traveled his 100,000,000 miles may fairly regard himself as a candidate for extinction.

Evidently the danger is not very immediate, even in the case of the most inveterate commuter. At this rate a passenger might reasonably expect to travel 100 miles a day for about 8,000 years before meeting his fate.

Anyone who started at birth and spent his whole life on American trains would die of old age about 450 years before he used up his normal allotment of safe mileage.—St. Petersburg (Fla.) *Times*, March 10, 1921.

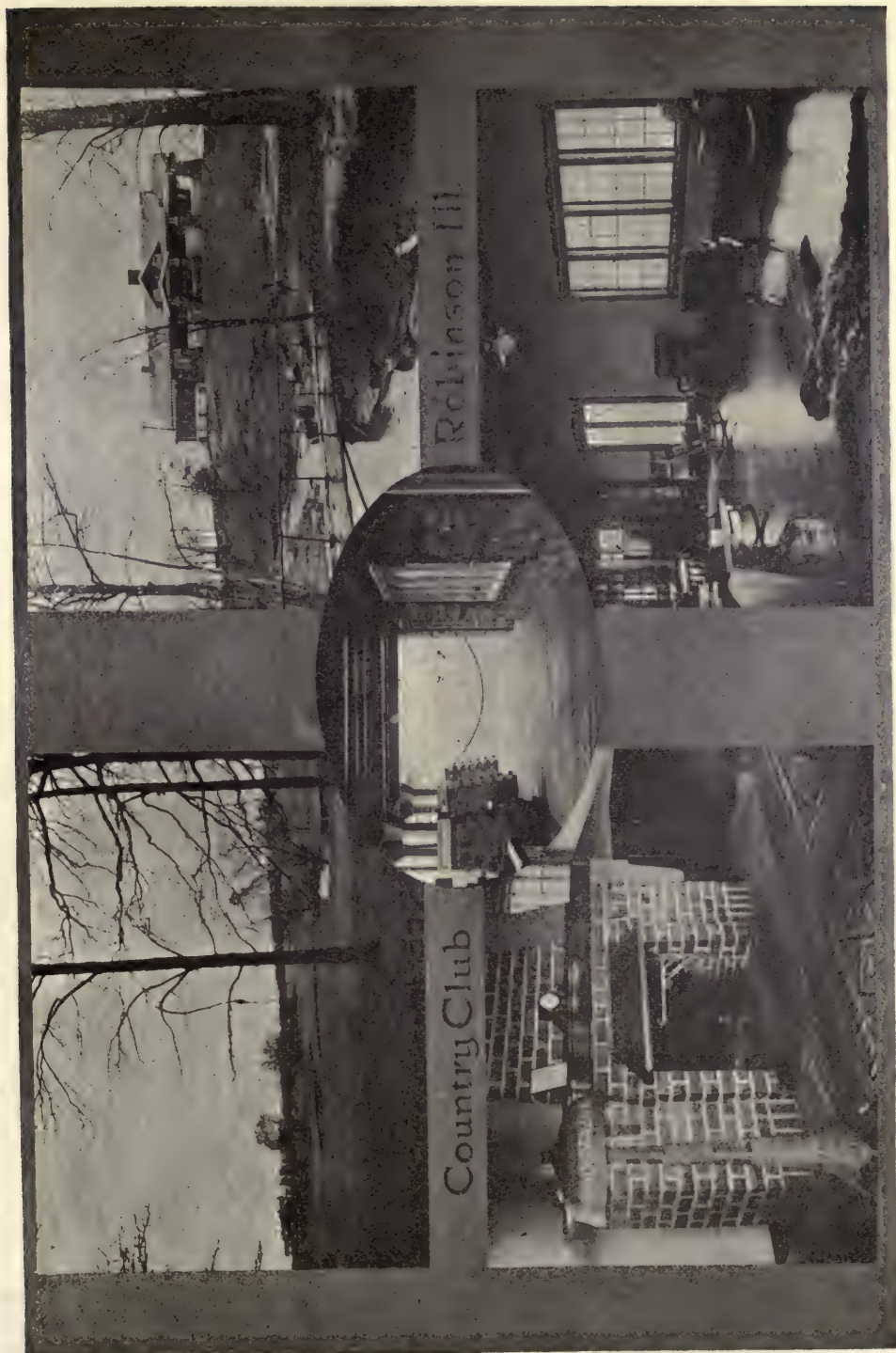
Things to Talk About

DURING September and October, following the rate increases and prior to the traffic slump brought about by the business depression, a number of the state commissions had not granted intrastate increases and traffic was yet moving which had been consigned at former rates. During the traffic slump there has been no opportunity to gauge what the earning power of the railways will be under the present rate scale.

Instead of the 6 per cent which the Interstate Commerce Commission fixed as a fair return, the average return on investment actually received by the railways of the country since the rate increases went into effect, as thus far reported, is:

September, 1920	4.1 per cent
October, 1920	4.6 per cent
November, 1920	3.3 per cent
December, 1920	1.17 per cent

During these four months the railways should have earned a net income of \$407,815,000. They actually earned \$233,110,000.



Robinson, Illinois

Robinson the Heart of the American Oil Fields

THERE is one town that doesn't feel the pinch that is accompanying the world's readjustment. That city is Robinson, Illinois, located on the Effingham and Indianapolis branch of the Illinois Central and the Danville and Cairo branch of the Big Four. It doesn't feel it because it does not depend upon any one industry. The city of the Southland, depending upon cotton alone, is badly hit by the low price of that staple crop. The New England city suffers with the closing of its factories. The city of the great wheat belt of the plains suffer in the inability of the farmer to meet his maturing obligations.

But Robinson is especially favored, for, added to the diversified crops that grow upon the fertile farm lands that surround it, there is the great additional income from the more than eight thousand oil wells of Crawford county, yielding annually more than 4,000,000 barrels of oil, worth at present prices more than \$10,000,000, an industry that gives employment to more than 5,000 people, with an average yearly wage of more than \$6,000,000.

Connected with the production of crude oil Robinson has a number of important industries. There is the Wabash Refinery, a plant that covers about eight acres of ground, and which has been employing more than one hundred people. Just at present this plant is shut down, but negotiations are under way that will mean its re-opening in a short time. This plant not only recovers the gasoline and naphtha and kerosene, but a high grade of lubricating oil, wax, gas oil, and the various other by-products.

Then there is the well-known plant of the Norris Bros., which manufactures a large line of supplies connected with the production of oil and gas. They give employment to more than fifty people, and the output of this enterprising factory finds a ready sale in the various oil fields of the world. It is a growing concern, and will soon find it necessary to double its capacity.

And no mention of Robinson is complete without a reference to the Bradford Supply

Company and their shops just east of the Big Four station. These shops are the most thoroughly equipped of any in the Illinois oil fields, and Mr. Flynn, the big-brained and wide-awake manager of the corporation, has other important things in mind for Robinson that the writer is not permitted to refer to at this time.

One of the most interesting industries in the city is the pottery of the Zwermann Company, which is turning out about 2,500 vitreous' bathroom tanks a month, the most beautiful ware of its kind to be obtained anywhere in the United States. The plant is equipped with the Zwermann tunnel kiln, the patent for which is the property of the corporation, not only in this country, but in Canada and several countries of continental Europe as well. They began operations less than a year ago, but the demand for the tanks is so great that it will be necessary to add another kiln in the near future.

The Robinson Casket Company is manufacturing a splendid line of caskets that find a ready sale in the territory covered by its traveling men, and the enlargement of that plant is being contemplated.

Robinson has four strong banks, the Crawford County State Bank, the First National Bank, the Farmers and Producers Bank, and the Robinson State Bank, with combined resources of more than \$3,500,000. These institutions are alive to the interests of the city and county and stand ready to co-operate in the upbuilding of the community.

The city is fortunate in having natural gas for cooking purposes, and some day the coal that has been tapped by the drill will be lifted to the surface and its millions added to that yielded by the crude oil.

And as for water we know of no city in the land so richly favored. Its quality is not only of the highest, but in quantity it is practically inexhaustible.

The schools are of the best. Two splendid buildings take care of the grades, and work is in progress on a \$200,000 high

school building to accommodate the three hundred high school pupils.

The spiritual welfare of the citizens is entrusted to five Protestant denominations and the Catholic church.

The secret and fraternal orders are well represented, and have good quarters. The Elks Home is the pride of the city, while plans are maturing for the erection of a Masonic Temple that will be an honor to the craft in this part of the state.

An ice plant and two factories for the manufacture of ice cream are worthy of mention among the industries of the city.

Robinson is also fortunate in having two splendid hospitals, the Allen Sanitarium and the Robinson Hospital, both thoroughly equipped and in charge of competent specialists.

No write-up of Robinson would be complete that did not include a reference to the grounds of the Crawford County Country Club, and your attention is directed to the special article elsewhere in this issue.

In a word, Robinson is up-to-date. It is a beautiful little city of more than five thousand people. No place of its size anywhere has a larger proportion of elegant homes. It has ten miles of paved streets and fifty miles of concrete sidewalks. It

has splendid church buildings and inviting stores.

There is but little poverty in the city and a minimum of the ragtag element. There is no strife between employer and employee. You will like the city and its people. Its growth is not of the mushroom character. It holds out no particular inducement to the idler; but if you wish to engage in something worth while—if you are seeking a location more to your liking,—you are invited to give Robinson some consideration.

You will find more than two hundred live men in its Chamber of Commerce, and a letter addressed either to President J. S. Abbott or Secretary O. G. Celwin will bring a prompt response and the information you seek.

CRAWFORD COUNTY COUNTRY CLUB.

Robinson at last possesses a Country Club and golf links. How often in the days of yore as we motored along the highways we located Country Clubs, never thinking of "When dreams come true." We are at liberty now to use all these hackneyed expressions as B. L. T. is no more and we of the rural districts no longer fear, as well as love his "line O' Type."



Industries



Robinson Ill.



Our little city has a number of leading spirits who have the vision. "How we put it over" came into use in our liberty loan drives during the World War, and since then we cannot divorce ourselves from the habit. (In fact before we finished we had to resort to a bond issue.) When the furnishing stage had been reached we sent out an S. O. S. It was then the beautiful community spirit responded, all either donating a favorite chair, table, lamp, rug or picture.

Forgan has said that "golf means going into God's out-of-doors, getting close to nature, fresh air, exercise, a sweeping away of

Permanent Organization May 24, 1920

Purchased in fee a tract of land consisting of sixty acres located a short distance north of the city of Robinson, Ill.

Conveniently located and accessible, being only about ten minutes' drive from the City Square, on a good road.

A very artistic and convenient club house of suitable size; enduring construction, principally paving brick and cement.

Room used for banquets, dancing and social purposes thirty-one feet by fifty feet. Ladies' parlor, kitchen servery, cloak room, entrance, commodious basement with furnace



the mental cobwebs, etc." On misty mornings hear the plovers call, and see the keeper's dog make a point. Not since this ground was the scene of the field trials for bird dogs had I witnessed this. This is where we hunted the mushrooms too. The club house to the uninitiated partook of the attributes of its predecessors in seeming to rear itself over night. The first thought was to build a sheep shed affair. Perhaps the alliterative name Crawford County Country Club, the 4 C's suggested something of a western sheep ranch. We did not entertain that thought long; in fact we builded better than we knew. Let us summarize:

room, lockers, shower baths, etc., for men.

All walls and ceilings of basement painted white, twelve foot porch around all sides of Club House, except the north.

Porte Cochere, flowers, shrubbery.

Other buildings, caretaker's cottage, power house, tool house, electric current for lights and power. Water from water wells near Club House, furnished by air pressure.

Regulation nine hole golf course laid out by Tom Bendelow, celebrated Golf Architect.

Grounds are unusually picturesque and interesting.

A beautiful brook winds through the grounds with a fringe of forest just sufficient for beauty but not too dense for Golf.

The Golf course crosses this brook a number of times and this, with other natural hazards renders bunkers and other artificial hazards entirely unnecessary.

For many years previous to the Club's acquiring this land, it had been used exclusively for grazing, so there was an excellent unbroken turf ready for use which has greatly aided the Club in getting a good course for play in a very short time. Also the land is so well drained naturally that

privilege of naming one associate member and children of regular members may become junior members.

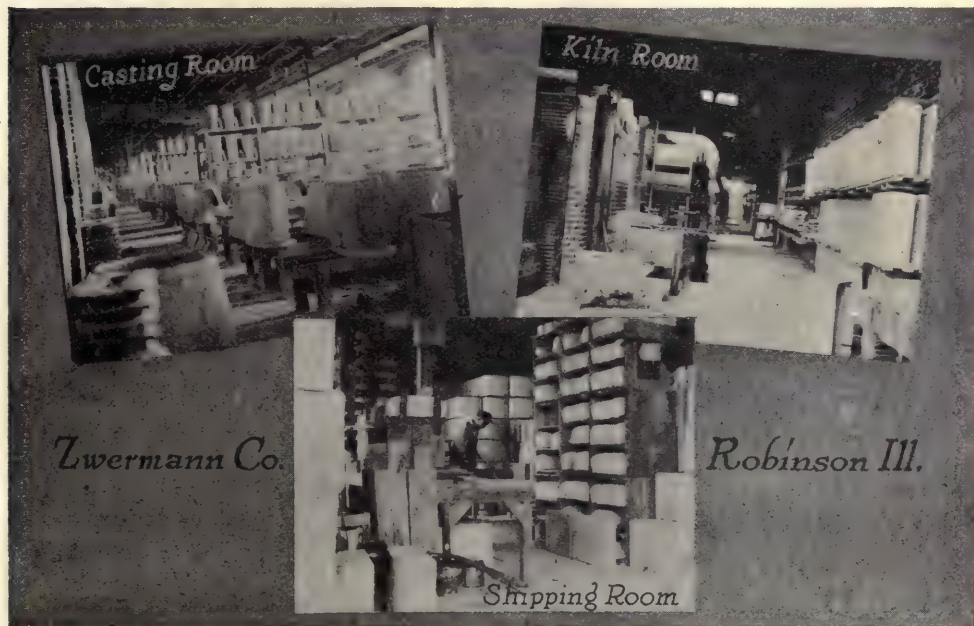
The big i-f in the four Seas.

(A mean thing to do to Mr. Kipling)

If you can clear the creek when all about you

Are splashing balls and blaming it on you,
If you can trust the man who tries to trim you

By clipping from his score a shot or two;
If you can wait and not be tired by waiting
While two "fool women" hold up half the course,



Golf can be played almost every day of the year.

As a result of these advantages, the playing of golf is a great pleasure on this course and there is much interest and enthusiasm among the members. Already a number of good players have been developed who will, doubtless give a good account of themselves in various matches to be played this year with neighboring clubs.

Membership is limited to one hundred sixty regular members who are the stockholders owning the property. There has always been a waiting list.

In addition, each regular member has the

Or don't develop awful fits of hating while calling

"Fore" till you are hot and hoarse:

If you can top your balls and glow with gladness

Or fizzle thrice and still appear serene,

If slicing doesn't steep your soul in sadness
And you don't mind five putts on every green;

If you can swear in Spanish, French and Sanscrit

But never do because you're never mad

Yours is the game and all the fun that's in it.
And—which is more—you're one

Good Sport, my lad.

Trimble Brothers are known in Crawford County as the promoters of the biggest change in the agriculture of the county that has ever happened. Ten years ago they shipped in a carload of Grade Jersey cows. Today they own the largest pure bred Jersey herd in Illinois. In the meantime they have sold from their barn at Trimble, Ill., about 4,000 Jersey cows to their neighbors within a radius of 20 miles. Today the Jersey cow is the basis of value in the live stock business in Crawford County and the main money crop produced from the farms is butterfat. Trimble Brothers operate a milk business in Robinson, are stockholders in the Central Ice Cream Co. of Robinson and ship large quantities of Jersey milk to the ice cream factories along the Cairo Division of the Big Four R. R.

In 1920 Homewood butter made on Homewood Farms from the cream produced in the surrounding country was shipped from Trimble in carload lots to the eastern

markets. At the present time Trimble Brothers are centering their attention on the ice cream business in Robinson and have an abiding faith in the future of that town as one of the greatest ice cream producing centers in southern Illinois.

The dairy buildings at Homewood Farms are well equipped with offices, churn rooms, etc., a refrigerating outfit. The barn is modern throughout and large quantities of silage are stored in the three large silos. It requires the alfalfa hay from 40 acres to feed this large herd through the winter season. Trimble Brothers are doing Register of Merit testing, and have their herd guaranteed free from tuberculosis by the U. S. Dept. of Agriculture.

CRAWFORD COUNTY THE JERSEY CENTER OF ILLINOIS

Fourteen years ago the first can of cream was shipped into Crawford County. Ten

*Oil Well
Derrick
Robinson
Ill.*



*Flowing
Oil Well*

*at time
well
was shot*



years ago the first carload of Jersey cows was shipped in to Crawford County. Today the products from the Jersey cows in butterfat cream and milk exceed the value of wheat and corn raised in the county. This county has always been noted for the variety of farm products raised. The soil varies greatly in the different sections of the county. Everything from tobacco and broom corn to red top seed have been produced. Record yields of wheat and corn have made sections of the county famous and wealthy while the live stock interests have had an abundance of alfalfa hay and grazing land to care for cattle and sheep.

With the coming of the Jersey cow all these resources have found a common market as butterfat. The beef feeding has de-

clined as the dairy business has grown. Cream stations have replaced the live stock buyers and the pay check each week for cream has made the farmers free from worry as to the agricultural depression.

In Crawford County there are more herds of Jersey cattle accredited under the Bureau of Animal Industry plan for the eradication of tuberculosis than in any county in the state. A live organization of Jersey breeders of the Wabash Valley has recently been organized with Robinson as the headquarters. A cow testing association is being organized which will be made up of some 25 pure bred herds of Jerseys. Crawford County extends to the world an invitation to come and see the best Jersey county in Illinois.





Hardin L. Anderson

HARDIN L. ANDERSON, Editor of the Illinois Central Magazine, died suddenly, March 16, 1921, at the Illinois Central Hospital, Chicago, after a brief illness.

The seriousness of his illness was not fully appreciated by himself, or by his friends, until shortly before the end. Everything humanly possible was done to stay the hand of the grim reaper, but in vain. At 11:45 p.m. Wednesday, March 16, his spirit quietly and peacefully passed on to Eternal Rest.

He leaves a loving and bereaved wife and a devoted sister, to mourn his untimely death.

"Colonel" Anderson, as he was known and affectionately called by his host of friends everywhere, was born at Columbus, Mississippi, September 17, 1859, the son of Colonel William J. Anderson and Mary Bostick Anderson, one of the oldest and most respected families of the South. His father, Colonel William J. Anderson, served with singular distinction in the Confederate Army through the Civil War.

Colonel Anderson's boyhood days were spent in Columbus, Mississippi, and on his father's plantation, near by. Later, he graduated with honors from the Virginia Military Academy.

In the early eighties, Colonel Anderson sought his fortune in the West, and located in Salt Lake City, Utah, where he served one term as Assistant Post Master during the first Cleveland Administration, after which he entered the employment of the Denver and Rio Grande Railroad. Leaving the Denver and Rio Grande Railroad, he located in Cheyenne, Wyoming, where he entered the Transportation Department of the Union Pacific Railroad, and eventually became Superintendent of the Wyoming Division, which position he held up until 1909, when he resigned.

Feb. 1, 1910, he entered the service of the Illinois Central Railroad, and as Editor of the Illinois Central Magazine, was widely known, and has been closely identified with the publicity and development work of the Company.

Colonel Anderson was "A Gentleman from Mississippi" in all that the words imply. His superiors and all those whom he served know best how well and faithfully he discharged the responsible duties of his position. "Loyalty" was his watch-word.

Colonel Anderson's was an open and manly character, in which there was no dissimulation. He was generous and warm-hearted—he was generous to the point of actual self-denial and self-sacrifice. Friendship, to him was, "A sacred union between kindred spirits," and he was never known to violate its obligations. Yet, he was, withal, a man of deep and strong convictions, and stood by his principles, or what he conceived to be principle, with the zeal and tenacity of a partisan, but never offensively.

Although the Colonel lived many years in the West and North, and absorbed the spirit of the West and the comradeship of the pioneers and the push and energy of the North, he always remained a "Southern Gentleman" of the old South, and his heart was ever true to the Land of his Birth—his beloved Southland.

VALE, COLONEL ANDERSON.

*Following are comparative statements of
exception reports showing increased effi-
ciency as between the Month of July
1920 and February 1921 in handling
of L. C. L. freight on the I. C.
and Y. & M. V. Railroads.*

*Furnished by Office of Superintendent
Stations and Transfers*

COMPARATIVE STATEMENT SHOWING THE NUMBER OF TONS LCL FREIGHT
HANDLED AND EXCEPTIONS CHARGED AGAINST THE FIVE LARGER
STATIONS AND ALL DIVISIONS ON IC NORTHERN LINES
FOR THE MONTH OF JULY 1920 AS COMPARED WITH
FEBRUARY 1921

	TONNAGE			Per Cent	EXCEPTIONS			Per Cent
	July	Feb.	Dec.	Dec.	July	Feb.	Dec.	Dec.
Chicago	39684	33505	6179	15.5	3607	1520	2087	57.8
E. St. Louis	20536	15485	5051	24.5	1232	391	841	68.2
Indianapolis	2749	2219	530	19.2	169	71	98	57.9
Evansville	3848	3014	834	21.6	150	61	89	59.3
Mounds	5319	2581	2738	51.4	253	57	196	77.4
Chicago Terminal	39684	33505	6179	15.5	3607	1520	2087	57.8
Illinois	14697	6359	8338	56.7	590	177	413	70.0
St. Louis	37506	27919	9587	25.5	2275	663	1612	70.8
Springfield	9914	5668	4246	42.8	666	179	487	73.1
Indiana	6597	5233	1364	20.6	319	132	187	58.6
					PER CENT			
					JULY	FEB.	DEC.	DEC.
TOTAL NORTHERN LINE OUTBOUND TONNAGE					108398	78684	29714	27.4
TOTAL NORTHERN LINE EXCEPTIONS					7457	2671	4786	64.1

COMPARATIVE STATEMENT SHOWING THE NUMBER OF TONS LCL FREIGHT
HANDLED AND EXCEPTIONS CHARGED AGAINST THE FIVE LARGER
STATIONS AND ALL DIVISIONS ON IC WESTERN LINES
FOR THE MONTH OF JULY 1920 AS COMPARED
WITH FEBRUARY 1921

	TONNAGE			PER	EXCEPTIONS			PER
	JULY	FEB.	DEC.	CENT DEC.	JULY	FEB.	DEC.	CENT DEC.
Rockford	3078	1317	1761	57.2	119	17	102	85.7
Freeport	2992	2194	798	26.6	297	49	248	83.5
Dubuque	4176	3181	995	23.8	337	57	280	83.0
Bloomington, Ill.	1569	925	644	41.0	188	52	136	72.3
Fort Dodge	4207	2067	2140	50.8	321	52	269	83.8
Wisconsin	7639	4436	3203	41.9	604	118	486	80.4
Minnesota	8063	5295	2768	34.3	655	111	544	83.0
Iowa	12810	9418	3392	26.4	788	212	576	73.0
					PER			
					CENT			
					JULY	FEB.	DEC.	DEC.
TOTAL WESTERN LINE OUTBOUND TONNAGE					28512	19149	9363	32.8
TOTAL WESTERN LINE EXCEPTIONS					2047	441	1606	78.4

COMPARATIVE STATEMENT SHOWING THE NUMBER OF TONS LCL FREIGHT
HANDLED AND EXCEPTIONS CHARGED AGAINST THE SIX LARGER
STATIONS AND ALL DIVISIONS ON IC SOUTHERN LINES
FOR THE MONTH OF JULY 1920 AS COMPARED
WITH FEBRUARY 1921

	TONNAGE			PER	EXCEPTIONS			PER
	JULY	FEB.	DEC.	CENT DEC.	JULY	FEB.	DEC.	CENT DEC.
Louisville	9056	6012	3044	33.6	663	210	453	68.3
Paducah	4991	3202	1789	35.8	198	92	106	53.5
Birmingham	6132	3381	2751	44.8	383	36	347	90.6
Jackson, Tenn.	2545	1628	917	36.0	54	18	36	66.6
Jackson, Miss.	5636	4238	1398	24.8	375	123	252	67.2
New Orleans	10836	9162	1674	15.4	601	278	323	53.7
Kentucky	17758	11315	6443	36.2	903	321	582	64.4
Tennessee	13135	7061	6074	46.2	518	91	427	82.4
Mississippi	3414	2359	1055	30.9	130	30	100	76.9
Louisiana	9324	5669	3655	39.1	470	149	321	68.2
New Orleans								
Terminal	10836	9162	1674	15.4	601	278	323	53.7
					PER			
					CENT			
					JULY	FEB.	DEC.	DEC.
TOTAL SOUTHERN LINE OUTBOUND TONNAGE					54467	35566	18901	34.7
TOTAL SOUTHERN LINE EXCEPTIONS					2622	869	1753	66.8

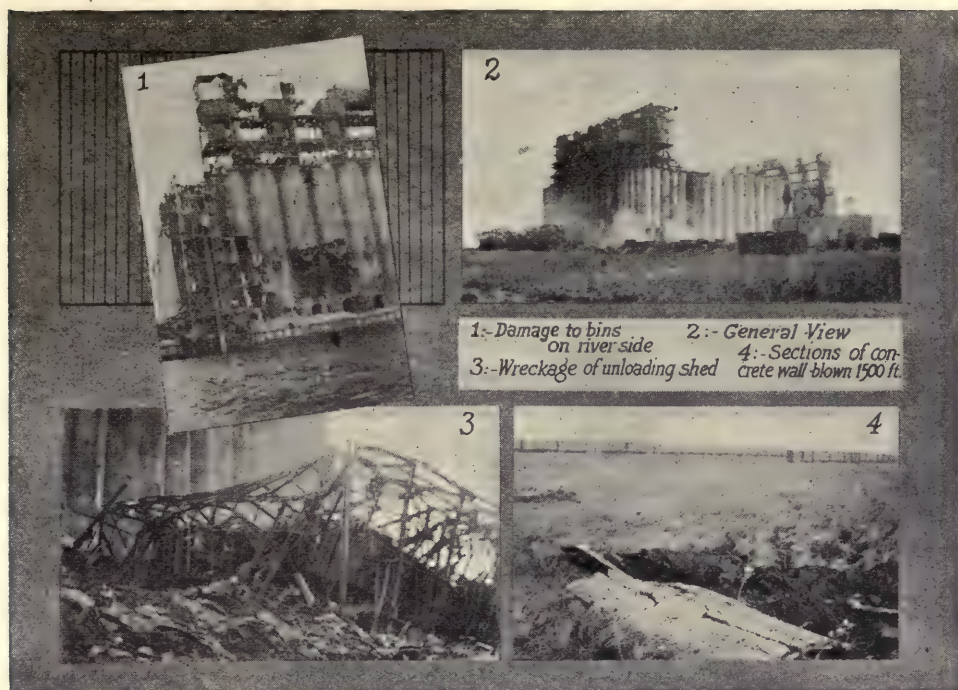
COMPARATIVE STATEMENT SHOWING THE NUMBER OF TONS LCL FREIGHT
HANDLED AND EXCEPTIONS CHARGED AGAINST THE SIX LARGER
STATIONS AND ALL DIVISIONS ON THE Y&MV RAILROAD
FOR THE MONTH OF JULY 1920 AS COMPARED WITH
FEBRUARY 1921

	TONNAGE				PER CENT INC. OR	EXCEPTIONS				PER CENT INC. OR
	JULY	FEB.	INC.	DEC.	DEC.	JULY	FEB.	INC.	DEC.	DEC.
Memphis	30243	19590		10653	35.2	2857	828		2029	71.0
Greenwood	3388	1576		1812	53.4	101	42		59	58.4
Greenville	2400	2706	306		12.7	78	23		55	70.5
Clarksdale	1189	1986	797		67.0	93	59		34	36.5
Baton Rouge	5060	3641		1419	28.0	141	71		70	49.6
Vicksburg	3044	2058		986	32.3	175	106		69	39.4
Memphis Terminal	30243	19590		10653	35.2	2857	828		2029	71.0
Memphis	7267	5229		2038	28.0	236	122		114	48.3
Vicksburg	2400	2706	306		12.7	78	23		55	70.5
New Orleans	9645	7461		2184	22.6	348	194		154	44.2
										PER CENT INC. OR
TOTAL Y&MV OUTBOUND TONNAGE					JULY	FEB.	INC.	DEC.	DEC.	
TOTAL Y&MV EXCEPTIONS					49555	34986		14569	29.3	
					3519	1167		2352	66.8	

COMPARATIVE STATEMENT SHOWING THE NUMBER OF TONS LCL FREIGHT
HANDLED AND EXCEPTIONS CHARGED AGAINST EACH GRAND DIVI-
SION ON THE IC AND Y&MV FOR THE MONTH OF JULY 1920
AS COMPARED WITH FEBRUARY 1921

	TONNAGE			PER CENT DEC.	EXCEPTIONS			PER CENT DEC.
	JULY	FEB.	DEC.	DEC.	JULY	FEB.	DEC.	DEC.
Total Northern Lines	108398	78684	29714	27.4	7457	2671	4786	64.1
Total Western Lines	28512	19149	9363	32.8	2047	441	1606	78.4
Total Southern Lines	54467	35566	18901	34.7	2622	869	1753	66.8
Total Y&MV Lines	49555	34986	14569	29.3	3519	1167	2352	66.8
GRAND TOTAL	240932	168385	72547	30.1	15645	5148	10497	67.0
								PER Cent
TOTAL OUTBOUND LCL TONNAGE				JULY	FEB.	DEC.	DEC.	
TOTAL EXCEPTIONS				240932	168385	72547	30.1	
				15645	5148	10497	67.0	

Office
Superintendent Stations and Transfers.



Elevator Destroyed by Blast Is World's Biggest

The Armour elevator wrecked by explosion was the largest in the world and every precaution had been taken to guard against such a disaster as last night's. Here are salient facts concerning it:

Cost—\$4,000,000.

Capacity—9,456,000 bushels of grain; holding 7,000,000 bushels, mostly corn, when the explosion occurred.

Owned by the Chicago & Northwestern Railroad; leased by the Armour Grain Co.

Built by the Witherspoon-Englar Company and Grant Smith & Co.

Time necessary for construction—Three years.

Construction—Concrete and steel throughout, except in a very few places.

Safety Equipment—Twelve-section drier, made up of three Morris, three Hess and six Ellis drier units, capable of drying 9,000 bushels of grain an hour; a Zelony thermometer system, designed to warn when the grain starts to heat, with supplementary equip-

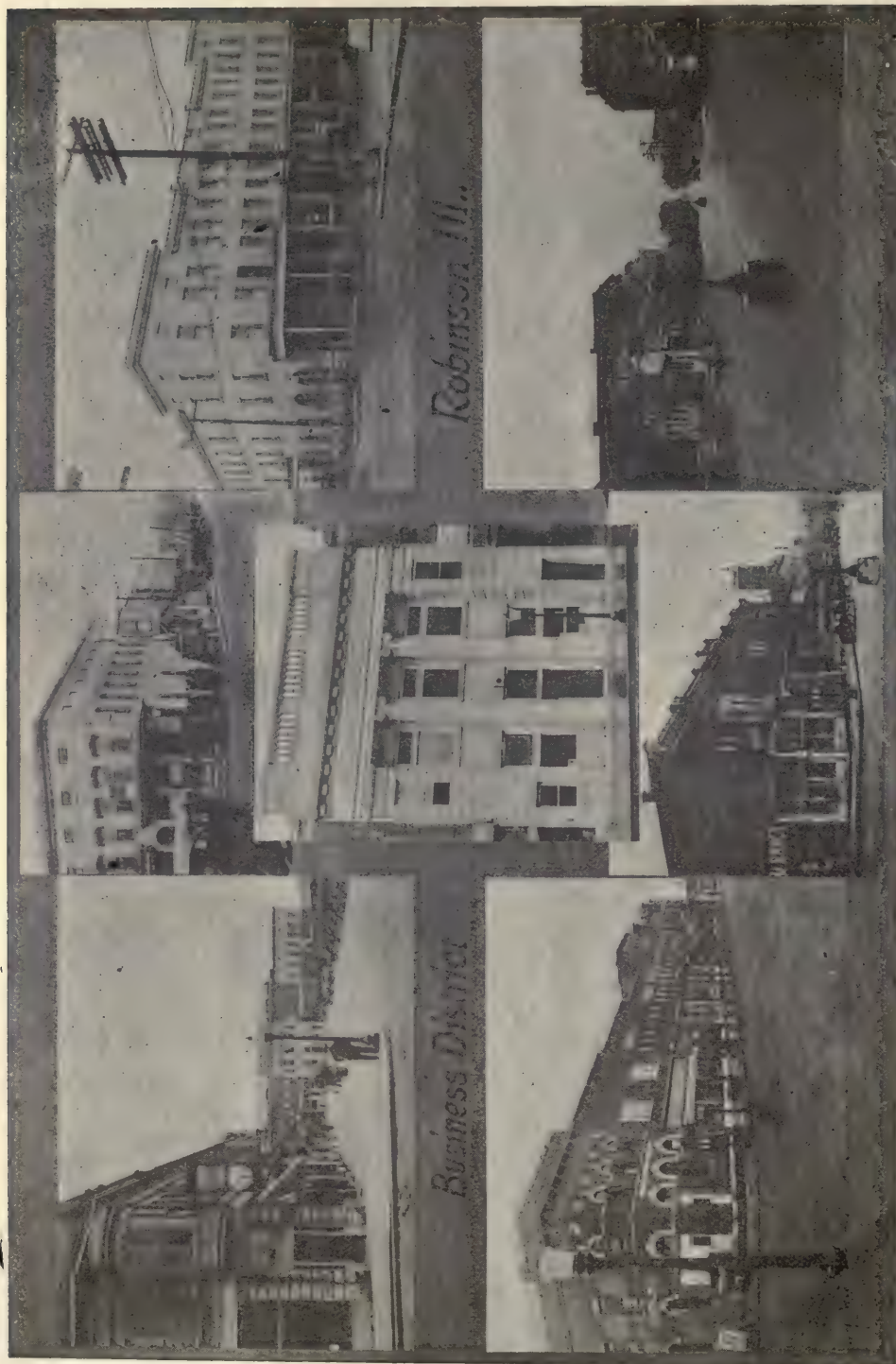
ment capable of turning over all the grain in storage in two days, in addition to fire doors and scores of other minor safety appliances.

Miscellaneous Equipment—A welfare building, with locker rooms, shower baths, kitchen, ice plant and dining room seating 206, dormitories for 140 men.

The above statistics were compiled from an article describing the elevator, published in the American Elevator and Grain Trade, a trade journal.

The elevators were considered, aside from the largest in the world, the most perfectly constructed and safest. The capacity was 10,000,000 bushels a day and a vacuum system which had as its object the collection of dust and chaff was supposed to make the plant absolutely fire and combustion proof.

Each of the 400 bins, ninety feet high, could be dried, heated, cooled and turned over in two days, a remarkable performance. —*The Herald Examiner*, Sunday, March 20, 1921.



Illinois Central System Discusses Subject of Freight Rate Reduction

There is a good deal of discussion at this time, especially in the press, about railway freight rates. Some writers contend that they are too high and constitute an impediment to business. Others, having more regard for the necessity of adequate transportation, and the increased cost of producing it, consider the present level of freight rates reasonable and advocate at least a fair try-out—which has not yet been had.

It is admitted that there are inequalities in some of the rates that will have to be adjusted, but the basic rate is not too high, at present operating costs, if the railways are to be expected to furnish adequate transportation. The question of adequate transportation is one that is often lost sight of. Without it business cannot be carried on successfully.

So eminent an authority as Chairman Edgar E. Clark, of the Interstate Commerce Commission, whose ability and fidelity to the public interest is unquestioned, has recently called attention to the narrow margin between railway revenue and operating expenses and fixed charges. In view of the existing conditions, it is unfortunate that there should be an agitation for the lowering of freight rates. This can only result in raising false hopes that the rates can be reduced, and perhaps in retarding the development of business. If shippers are led to believe the rates can, or will, be reduced, they will naturally postpone shipments.

Stability of the rates at which the commerce of the country is carried is of the utmost importance. If freight rates should be manipulated up and down in response to every temporary business fluctuation, it would naturally result in more serious business depressions. Railway freight rates must be operative over a period of time to insure business stability.

It is contended by some that a reduction of rates would encourage shipping and provide more adequate railway revenue through a greater volume of traffic—that the August rate increase created a restriction on business and was a factor in precipitating the depression which followed. Take cotton, for example. A year ago cotton was selling for about 40 cents a pound, while in November, more than two months after the August increase became effective, the price was about 15 cents. The present market price is about 11 cents. If a reduction of 50 per cent were made in the freight rate on cotton, it probably would not result in the movement of a bale of cotton which will not move at the present rate.

A study of the situation will show that the August increase in rates had an almost negligible effect upon business. During September and October, and well into November, the railways handled a maximum traffic. By the middle of November the "buyers' strike," which began early in the summer, was reflected in a general recession of business. The public had gone on strike against war prices and was determined to force liquidation.

The pre-war freight rates were not sufficient to attract as much new capital as was needed for enlargement and expansion of the railway plant. The cost of labor, materials and supplies, in all probability, will never go back to pre-war levels. They ought not to do so entirely. Business should adjust itself to the present level of freight rates, at least until net railway operating income, through economical and efficient management, rises to a point where a reduction of freight rates would be justified without impairment of service.

There are few lines of business prospering during this reconstruction period. The farmers are not prospering and the great manufacturing industries are not prospering. They are going through the same readjustment process that the railways are going through. The railways are struggling back to normal, and they will succeed if they have the support and confidence of the public—if the public is not led astray by the unconstructive criticism of those who would like to see them fail.

Wholesome criticism is a good thing, but wholesome criticism coupled with a remedy is a better thing. Any student of the railway question knows that the railways, carrying the burdens that have been fastened upon them by war prices and government control, cannot function without rates commensurate with their increased expenses. Since 1917 freight rates in the United States are estimated to have increased on the whole about 68 per cent and passenger fares about 45 per cent. During the same period railway wages have increased more than 100 per cent, while materials and supplies have increased from 100 to 200 per cent, and even more.

Ultimately, the burdensome costs of producing transportation will be lower. In the meantime, the basic freight rate cannot be lowered if the country's transportation plant is to function. The public's stake is primarily in having a railway plant at all and in keeping it at service pitch. The railway's stake is in earning enough net income to maintain itself and attract the necessary capital to improve itself so that service can be rendered.

America is sound to the core; American business principles are sound; and we should not be disheartened over conditions. However, this is a time when clear thinking is needed—a time to stand for the principles that gave to America the greatest and most efficient system of railways in the world. Above all, it is not a time to lend encouragement to those who are seeking to fasten permanently upon the railways the very evils from which they are now struggling to free themselves.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.



Robinson Ill. Homes



Safety First

CARELESSNESS

The lack of knowledge cannot equal the crime of CARELESSNESS.

Imbecile indifference, childish CARELESSNESS, is enough to render any individual poor and worthless without the handicap of another vice.

CARELESSNESS is inexcusable, therefore merits the consequences that always come to the CARELESS.

Continued CARELESSNESS is indisputable evidence of either ignorance or indifference. TAKE YOUR CHOICE.

“I am not much of a mathematician,” says CARELESSNESS, “but I can add to your troubles, I can subtract from your earnings, I can multiply your aches and pains, I can take interest from your work, and discount your chances for SAFETY.”

—From *The Silent Partner*.

Springfield Division Fuel Conservation Committee Meeting

The following is a report of meeting, held at Clinton, Ill., February 28, 1921. This meeting was filled with the spirit of enthusiasm and was attended by a large representation of the rank and file of division employes, together with a number of visitors from outside points.

THE meeting was called to order at 7:45 P. M. by the Chairman, who delivered the following address:

Introductory remarks

"I can scarcely find words to express my appreciation of this wonderful response to the invitation of our fuel committee to attend this meeting, for which I thank you from the bottom of my heart. I am very thankful to our Superintendent for having placed me as Chairman, giving me the opportunity to study the question and talk matters over with all of your men, and I am only sorry he cannot be present with us tonight to see for himself that you are intensely in earnest in anything that will tend to further the welfare of each and promote the interests of the Illinois Central Railroad Company, and perchance, if he were here, I would shift the burden on his shoulders.

Seeing you gentlemen seated as you are, representatives of the many crafts and departments, intermingled one with the other, grouped for the comfort of all, I am reminded of the wife who remarked to her husband after her guests departed, "I never can understand why it is my chairs are out of their places." The husband assured her, "They were

not in the right places to start with." We lay aside the chill of formality, old rules are gone, old ways are out of date, the times are new—ever changing, in fact we now live in the spirit of rotary times and thus are we grouped, each to his own comfort and not to any predetermined position or placing to talk about fuel economy on our railroad.

All of us have heard more or less about the conservation of fuel, you have heard and I have heard that the fuel expense, next to wages, constitutes our largest single item of expense, but has that hearing been satisfactory? From the progress made I judge not. We must so group ourselves to actually see that instructions are carried out and not depend altogether on hearing what was or should be done and in due time we will find when we pay particular attention to fuel economy, the movement will automatically affect other operating economies which will materially reduce the total cost and bring about a very satisfactory and ideal condition.

Committee

The Springfield Division Fuel Committee for the year 1921 consists of:

W. A. Golze, Train Master, Chairman.

F. Walker, Train Master.

J. McIntyre, Traveling Engineer.

E. Woods, Road Supervisor.
William Thomas, General Yard Master.
J. Sweazy, Locomotive Engineer.
P. V. Grimes, Water Works Foreman.
Arthur McAboy, Boiler Inspector.
B. T. Ohley, Round House Foreman.

Each member being already assigned to certain items of observance and supervision, all reporting direct to the Chairman and immediate superiors and it is the earnest desire to get the concerted co-operation of every employe on this Division to assist in establishing "Proper Standards of Performance" with regard to fuel consumption.

Our goal

The railroads and their relation to the fuel problem is found in the fact that they consume one-third of the entire output of coal in producing transportation and on the Springfield Division of the Illinois Central Railroad Company represents 30.5 per cent of our transportation expense with the possible preventable waste of at least 6 per cent. We must reduce this waste to the minimum.

In other words the one item of coal consumption per one thousand gross ton miles is too high and the possible reduction and solution lies in the hand of all employes. If we can get absolute co-operation between all members of the operating and mechanical departments and have each understand it really exists.

Transportation

Every man present has been in the service of the Illinois Central Railroad Company many years and I know you are and should be glad of it, yet I wonder if we really take full credit for the part we play in the progress in the Nation.

Civilization is a mighty force which uplifts mankind and prepares the human race for greater progress.

Commerce is the free interchange of trade among peoples and involves the development of all natural resources. Transportation makes the extension of civilization possible and permanent and is the very life of commerce.

Therefore RAILROAD TRANSPORTATION is one of the greatest agencies of civilization in the world and the foundation of the commercial activities of any country, hence, we should be more than proud of our present vocation in life, and do everything honorable to push it onward and upward, in fact we should join Emerson in his advice to "Hitch our wagon to a star" and not permit anything to tear down what we build.

American Railroads

The United States with about seven per cent of the world's population owns and operates 265,000 miles of main line which is 38 per cent of the world's total railroad trackage.

The minimum capital value is estimated by the Interstate Commerce Commission to be \$18,900,000,000 or about seven per cent of the total wealth of the country.

Thirty-six thousand miles are double track, 102,000 under the Block system and 38,000 under Automatic Block system.

During the war much stress was applied to the fuel problem and our management has never let up on it because they know it is of as equal importance in this period of re-adjustment. Consider the Illinois Central with its 6,000 miles of track in the fourteen states of

the Mississippi Valley, 17 divisions, 11 shops, 2,400 way stations and towers, 65 important coaling stations, hundreds of pumping and heating plants, motor cars, innumerable electric lights, switch and semaphore lights, 16 wrecking derricks, 42 locomotive cranes, 1,417 locomotives consuming coal, gas and oil, and you will realize what a great field we have in which to affect economies.

Time

These are no ordinary times, they are extra ordinary times, reckless, careless times. The long list of automobile accidents gives us some idea of the recklessness and the immense fire losses give some idea of individual carelessness. Fire losses cost the United States 2,000,000 dollars a day, 15,200 people were burned to death last year and 17,600 seriously injured.

One-fourth of the population lives in temporary quarters, yet 889 homes burned every day. Sixty-five per cent of fires occur in dwellings. Reckless times? Careless times? Yes, and in many other ways, even in the waste of fuel regardless of cost and all that it implies.

Can you define time? Time is fuel. Time is the interval between the beginning and the end, time is the essence of railroading and we must conform to schedule time as is equalled by no other man-made institution and surpass only by the solar system itself. Our railroad success depends on the efficiency with which all operations are performed within established time intervals. No other organization spends so much money to regulate and maintain this wonderful spacing and utilization of time and in no other organization is "LOST TIME" more serious. The present division of

time means more than ever before that we must not be one minute late.

Every division on the Illinois Central is now compiling a daily report of freight train performance showing the engine number, name of conductor and engineer and for information which gives us the relation of time to tonnage and wages, etc., and no doubt will eventually include fuel.

Extraordinary times? Yes. During the war every soldier boy was taught to mark time. You know what that refers to—mark time in step without getting anywhere, without moving until the command is given to "Forward March" and I am quite sure many industrial soldiers mark time and there are a number yet waiting or have not heard the command to forward march and for some time, even in the great transportational world a number, not many, thank goodness, were inclined to measure their work in units of their own time rather than in units of railroad operating cost and ton miles and that extraordinary condition confronted the world in the beginning of our readjustment period.

Times are not out of joint—they are new—we must go at things with a fresh vision and an unbiased judgment—let's co-operate.

I said awhile ago "Our success depends on the efficiency with which all operations are performed within established intervals." Efficiency! I would like to add one word "THRIFT" and digress for a moment to tell you men of something wonderful that occurred in our Superintendent's office last Thursday and Saturday. Mr. Shaw called the entire dispatching force into office Thursday to talk over efficiency matters and during this meeting the assistant chief dispatcher suggested as a matter of thrift

that there be organized a thrift and efficiency club on this division. I will not consume the time I should to explain in detail except to inform you the outcome was a second meeting with the entire staff and the launching in spirit and truth of the Springfield Division Thrift and Efficiency Club that requires for membership the ownership or purchase of at least one share of Illinois Central Railroad stock and the movement has drawn like a whirl wind.

Thrift and efficiency follow this thought if you will.

Thrift

• Into the later years of man's existence (yours-mine) comes a condition of affairs which is harmless—or a calamity. That condition is stoppage of earning power. Man either applies the lesson of thrift and prospers—or he completes the circle back to childhood dependent on others—one or the other, either an asset or a liability. This is the last cycle of the evolution. Let us choose thrift.

Efficiency

Perhaps the term efficiency so often flashed at us has lost its real meaning. Efficiency has nothing to do with being strenuous, it shows the easiest way to reach our goal.

Efficiency has nothing to do with complicated system, it shows the simplest way.

Efficiency has nothing to do with theories, it shows the quickest and most practical way and on our railroads it always means everything that is good and spells safety, good service and economy.

I think everybody was of the opinion that the aftermath of the world's war

would be "intense industrial rivalry." I am still of that opinion. Perhaps too many of us overlook the meaning of rivalry, industrial rivalry—rivalry means competition and you have only to look present conditions in the face to see the entire industrial world sitting up nights figuring by all known methods how to meet or compete each with the other. I know this much. The war burdened countries have got to make good and pay their debts, they must sell more than they buy, and save more than they spend, and in order for us to compete and progress we must take up the slack, cut out the waste and apply every ounce of efficiency. Let us choose thrift and efficiency.

We would certainly be glad to have every employe on this division to become a member of the thrift and efficiency club.

Fuel

Returning to our subject of fuel.

The world has known more or less about coal since several centuries before the Christian era. We have had locomotives less than one hundred years, yet it was only eighteen years ago that our University of Illinois at Urbana established their experimental station and I note more than twenty-five tests, thorough in every respect, made on Illinois coal.

They reach us many ways in which to take advantage of our fuel and state it is possible to save six per cent of the total coal fired on our locomotives and I am quite satisfied the time, the extraordinary time, is here and we all of us should be only too glad to follow up any plan and now see for ourselves just what our concerted efforts will result in.

Saving Measures

Immediate savings can be made in two ways, by improving the mechanical condition, and by greater care in firing and handling, and I will add still another way "the heavier loading of cars" and Mr. Agent, Operator, Conductor, Brakeman, Supervisor, Clerk, Freight Handler, Accountant, Stenographer, Dispatcher, and every individual employe on the pay roll of the Illinois Central, that means you. Let us talk about this third way and its relation to fuel consumption. There should be some way to measure this relation. We measure of length, surface, volume, capacity, weight, etc., and we measure in freight handled per thousand gross ton miles.

Each locomotive represents a certain indefinite investment on which a return must be made. They have a given power; the sole object of putting fuel into the fire box is to develop that power. The only place that power can be measured is at the draw bar at the rear of the tender and when we call five men, expert in their several duties, we should haul 100 per cent tonnage in revenue freight over the entire district, within a reasonable interval of time, to secure or maintain the proper return on the investment.

Now what can you men do and when should you do it? Right now in times of general depression is the ideal moment. The nature of our business forces an occasional movement of certain commodities that will positively not permit delay if we expect to continue in business and to that end we are now seeing to it that our manifest and time freight moves in certain designated trains to offset any possible delay should they get in dead freight trains or held at terminals

for additional tonnage to warrant movement.

Many cars are moving over the road each day not properly loaded to the maximum, possible through the fact that we have plenty of cars but more probably on account of the heavy falling off in tonnage offered and there are two ways in which to overcome it, first—get more business, get new business, make two blades of grass grow in the place of one. Second—have our storemen get more freight into each car, what has that to do with fuel? Let me explain further.

Fuel consumption per gross ton mile decreases as the train load increases provided we maintain the average speed. Right here let me mention that we have certain speed restrictions of 25 and 30 miles per hour but you know that does not mean 9, 10 or 11 miles per hour and our new performance sheets of which I mentioned a while ago indicate some delay as well as what we might consider bad practices en route, that must be looked into more closely by our train masters and traveling engineers and dispatchers. This will be done and by the way, Mr. Supervisor and Mr. Agent, you can assist materially and I know you will respond cheerfully when matters are brought to your attention.

A 20 ton empty will show a resistance of 8 pounds per ton of weight of 160 pounds total resistance to traction on level.

A 70 ton car shows a resistance of 4 pounds per ton of weight or 280 pounds resistance on a level. Thus the resistance of cars varies in proportion to the weight of the car. For example a 45 ton car (half way between the 20 and 70) will show a resistance of about 6 pounds per ton.

Let's get the tonnage into the individual car, load them heavier and save fuel.

Waves

Just because there is a so-called crime wave, careless or reckless wave coming, going or just gone, is there any reason why we should not set up a contrary wave of good intent? No country, no people can be truly great as a result of individual achievement. They must get together, co-operate, keep step with and attune their ears to the music of the march of the human race and press on to better things. Let there be no delay, no lost time, let this remind us that time is fuel—lost time, delay and fuel run hand in hand. In overcoming delays at terminals and on the road we will automatically affect other operating economies including fuel from the fact that one-fifth of all coal is consumed while our locomotives are standing. The highest degree of economy in the use of locomotive fuel can not be attained without co-operation between the transportation and mechanical departments, shop men and officials, round house forces and engine crews, and each must know that it really exists.

Locomotive maintenance rests principally on officials of the mechanical department and shop and round house forces, yet the engineers must render careful reports as per rule 997 about matters requiring attention and the round house forces must return locomotives to the road men in the best possible condition.

It will be my purpose as chairman of the committee to issue bulletins quite frequently covering the methods recom-

mended by the authorities of the experimental departments of our University as well as instructions from the heads of our own company with the expectation of getting every man on this division vitally interested so that we can feel at the close of the year that everything done worth while requires a sacrifice of time and study which in turn reaps a reward."

From 9:05 to 9:30 P. M. was taken up in detailed explanation of the thoroughness of the experiments conducted by several committees and also by our universities and how other lines of endeavor are always making careful inquiries into the correct methods of getting results and why we should not be content to think we were 100 per cent perfect.

Mechanical matters bearing on the duties of the shopmen, the engineer and the fireman were handled in turn and much interest displayed by every man present as that manner of grouping the study seemed to appeal to them and when the 30 minutes' interval from 9:30 to 10:00 P. M. was given over to open discussion the responses were numerous, open hearted, free and to the point and without an ounce of enmity.

Splendid short talks were made by Traveling Engineer Zanies, Road Supervisors O'Brien and Wood, Fuel Inspector Porter and others. Meeting closed with all convinced of the absolute necessity for real honest effort to save fuel in the many new ways suggested by the chairman and no doubt the next call will require a town hall to accommodate those sincere and desirous of making it a study and lending their bit towards creating a standard of performance.

Things to Talk About

THE lines of the Illinois Central System, including The Yazoo & Mississippi Valley Railroad, constitute 2.66 per cent of the total mileage of the Class I railways of the country—Class I railways being those whose revenues or expenses exceed \$1,000,000 annually.

During the year 1920, the Illinois Central System handled 3.88 per cent of the freight carried by all the railways. The net ton miles of freight—the number of tons carried one mile—on all the railways last year was 449,292,000,000. The net ton miles handled over Illinois Central lines amounted to 17,447,121,000.

The Illinois Central handled 2.52 per cent of the passenger traffic of the country during 1920. The number of passenger miles—each “passenger mile” being the equivalent of one passenger carried one mile—on all the railways was 46,670,000,000. The Illinois Central System's record was 1,177,988,401 passenger miles.

A comparison of efficiency records shows that the average trainload in the 1920 freight traffic of all the railways was 1,443 tons. On the Illinois Central System the average trainload was 1,571 tons.

The Illinois Central System handled an average of 38.9 cars in each train. On the railways generally the average was 35.6 cars per train.

The average load carried by each car in carload traffic on the railways generally was 29.3 tons. The Illinois Central System's average carload was 29.8 tons—lacking but two-tenths of one ton of the goal of 30 tons per car, set by the Association of Railway Executives.

Another Opportunity for Service Presented to Officers and Employes of Operating Department

*From Remarks Delivered by Mr. R. C. Ross, Traffic
Manager, Jos. T. Ryerson & Sons*

AS an indication that the traffic and other representatives of industrial concerns appreciate calls from Operating Department representatives of the Railroads, a Traffic Manager of a large industry said not so long ago in discussing the relations between the industry and the railroad serving it, from the standpoint of the industry Traffic Manager:

“It is unfortunate that more Superintendents and other Operating officials can not be or do not take the time to call upon shippers personally. That they seem to feel is the duty of the traffic department. There is nothing that tends more to create good feeling between the road and the shippers using it than to have the man actually in charge of physical operation drop in and discuss matters of interest. Cold blooded efficiency is never successful without a plentiful seasoning of the personal equation. Personal acquaintance with those in charge of traffic in the industries served paves the way for prompt settlement of complaints of operation when they arise and puts the Superintendent and his subordinates in a better position to call upon the shipper for assistance in unloading cars promptly, reducing switching, labor, etc.”

Beautifying Section Property

THE Illinois Central is making a campaign on improvement in and around the section house grounds and with the idea of more uniformity, and during the past year, as all section foremen know, the Division Gardener, parties from the Engineering force and some of the Division Officers have been on the ground looking into this feature with a view of selecting a plan at each location which would be the most feasible, and blue prints have been prepared by each Division showing the proposed layout at each section house.

The general plan provides for a lawn in the front and on both sides of the house, with shade and fruit trees set uniformly over the lawn; wood yard and out-houses in the back yard, hidden by clusters of shrubbery; garden, a few fruit trees, grape vines and berry bushes on one or both sides of the lawn; and in the lower end of the garden a lot fenced in for taking care of pigs, chickens and cows. These plans are laid out to follow the same general plan but with variations to suit the different locations.

Many of the section house grounds on the Illinois Central are not up to the standard they should be, and generally speaking there

is no uniformity in caring for this property. Some foremen make practically no use of these facilities except to live in the house, notwithstanding the fact that there are all kinds of ground suitable for pastures and ideal locations for raising a variety of vegetables. Other foremen farm a small patch of ground here and there with no uniformity whatever; while others with not as good a location improve the place by raising all kinds of garden vegetables, and by keeping a few pigs, a cow and some chickens.

In the movement to improve the surroundings of section houses, the foreman and his family have everything to gain and nothing to lose as the Company is furnishing the trees, both fruit and shade, vines and bushes, both fruit and ornamental, and an experienced gardener to direct and assist in setting them out. On a large system like the Illinois Central this is a very considerable expense, and the section foremen and their families should fully cooperate by doing everything in their power to assist in this work, and after houses and premises are once put in shape, take sufficient pride and interest in so maintaining them.

The foremen can assist greatly in keeping the expense down to a minimum by select-



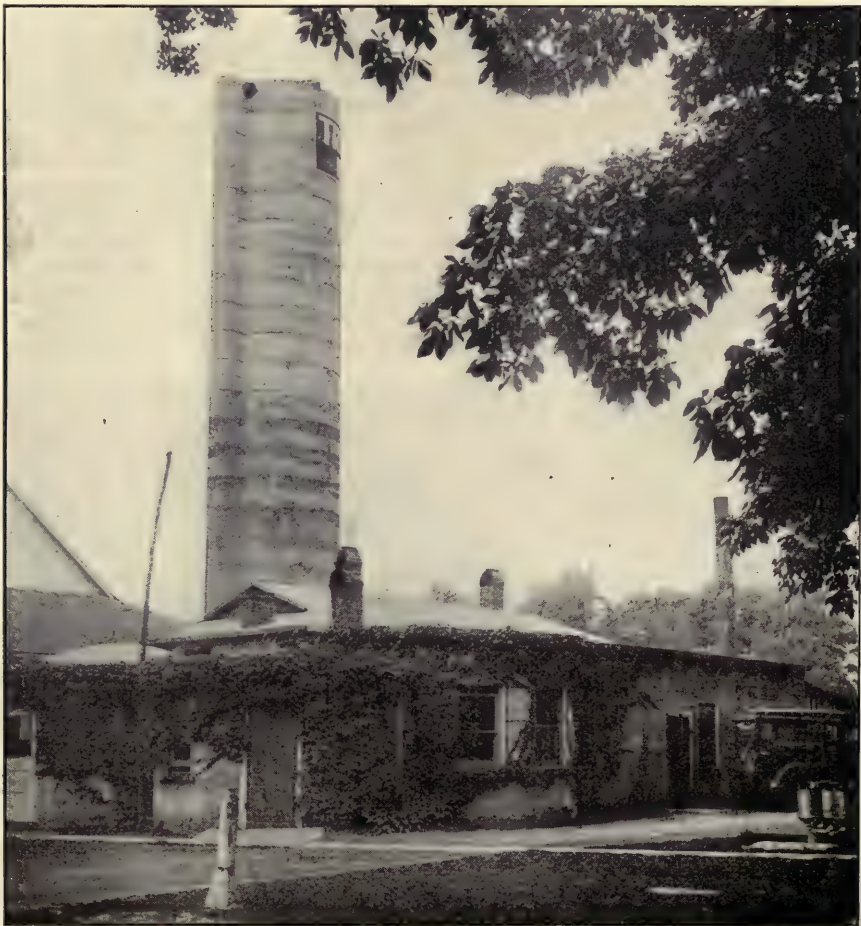
Section House, McConnell, Ill.

ing young trees out of nearby woods for shade trees. In most cases the farmer owning the woods would not charge anything. The best trees for this purpose are elm, soft maple or box elder, from one to three years old, which should be selected and then replanted in proper season, according to variety and climate. When setting out these shade trees the section foreman should consult the Division Gardener so that they will be set out in accordance with plan above referred to, and in proper season, and to be instructed as to the care of young trees during their tender age.

An appeal is hereby also made to the section foremen's wives as they usually have the responsibility of looking after the wants and necessities of the home. They know

well that many a dollar can be saved in meals when they can go out in their own yards and select fresh fruit and vegetables, and in addition have fresh eggs and occasionally a fowl. Any housewife knows there is a great saving in keeping cows thereby furnishing the milk and butter, and in keeping a few pigs which supply meat for the winter.

In addition to the advantage of such a source of food supply, there is great pleasure in having a home with beautiful surroundings, which is something that should be highly appreciated. Therefore, let every section foreman who has a home furnished by the Company cooperate with them in this laudable undertaking.



Homewood Farms Dairy, Robinson, Ill.

Pro and Con Discussion of Allowing Railway Employees Free Transportation

THE question of whether employees of a railroad should, under certain limitations and restrictions, receive transportation, is frequently discussed.

A writer in the "Views on Many Topics" column of the *Chicago Daily News* recently assailed the practice of allowing railway employees free transportation. His article was immediately replied to by a number who hold the opposite view of the subject. Some of the arguments which the opposing sides produced may be of interest to readers of the *Illinois Central Magazine*.

Thor J. Benson of Chicago had the following to say in reference to employees receiving transportation:

"Transportation companies grant free service through passes and contracts to employees and not only individually to the particular employees of each organization but also to the employees of other transportation companies with which they may have working agreements. Having been an employee of one of these organizations for many years and having been weak enough morally, with the majority of my fellow employees, to ask and in some cases receive these so-called courtesies and favors of free passenger transportation or transmission of intelligence from time to time up to within four years ago, I have by observation and experience come to the conclusion that the custom has no justification and is absolutely inconsistent with the principles of 'equal rights to all and special privileges to none.' The recipients of such favors are in most instances themselves losers, as they have a temptation to waste their time in taking needless journeys and often send telegrams where a postal card would serve the same purpose and save time in writing.

"There should be no free service to any one."

A writer who signs himself with his initials "J. I. C." replies as follows:

"I worked many years for retail stores and during that time never purchased one item without discount, which, of course, was mon-

ey out of the merchants' own profits. The shoe merchant and the clothier have to pay for their goods, so could not be expected to give articles to their employees. The railroads run no special trains for free pass employees. Trains have to run just the same. Therefore the roads lose absolutely nothing by passes. Many large concerns give employees a bonus. Did the shoe salesman, whose letter I have read in *The Daily News*, ever hear of a bonus for railroad workers? Thank goodness, owners of railroads are not selfish enough to say: 'No, you can't ride in my cars, even though they are going your way and cost us nothing.' I myself am entitled to neither discounts nor passes."

A correspondent who signs herself "Railroad Man's Wife" writes as follows:

"In regard to railroad men's getting free transportation, I think they are entitled to it, working from year to year without a vacation, unless they take one. I wonder whether 'Shoe Salesman' would be satisfied to take a vacation without pay. Indeed not!

"My husband has been an employee of the railroad for seventeen years and has never been paid for one hour that he did not work. I would far rather have him get a week or two of vacation with pay than free passes, for the laboring class cannot afford to go away very often even with free transportation. With all the grief and hardships they put up with—my husband does not get home until 3 a. m. and has no recreation from week to week—they are more than entitled to free passes. Another thing: If the railroads did not think so they surely would not issue them."

A Detroit correspondent, signing his communication "Railroader," makes this comment:

"If railroad people would get a nice fat discount on everything they buy, as do salespeople, they, too, could afford their fur coats, silk shirts, spats and diamond jewelry. And yet the railroader is begrudged his ride home when the vehicle that carries him would run whether he rode or not."

Residences of Robinson Ill.



Supply Train Service

By J. G. Warnecke, Division Storekeeper, Centralia, Ill.

THE service of the Supply Train should be to deliver specified supplies directly to the consumer more satisfactorily and economically than could be done by any other method. To do this, an organization is required, the members of which have a thorough knowledge of materials, conditions, and who are capable of discussing Supply Train matters intelligently with all with whom they come in contact.

Suitable equipment should be procured for the storing of oils and supplies to be delivered. Precautions must be taken to avoid loss by leakage in tanks, breakage and theft.

The ordering of material should not be delegated to anyone not competent to know whether or not same is needed. This important feature should be closely watched by road supervisors and division agents or other responsible party designated by the superintendent.

After this feature is carefully handled it is the duty of the party in charge of stocking cars to provide every item ordered when possible. Unnecessary and continued shortages encourage excessive orders. This alone will warrant some extra expense to procure material from an outside source when not on hand at the general store.

Supply Train service is hindered when an attempt is made to cover too much territory in a day. With the support of all concerned, one trip every sixty days will be sufficient to furnish economical and satisfactory service. At all times where possible, these trains should be operated against the direction of heavy traffic. All L. C. L. shipments from division stores as well as cinders, ballast, ties, etc., should be handled on these trains.

As many of the officers as possible should accompany the Supply Trains. The trip will afford the opportunity of inspection and that of getting in personal touch with men and the different phases of their work.

It is the experience of the writer that many of the supervising officers are not familiar with the functions of a Supply Train or its possibilities.

With proper attention, the Supply Train will be the most convenient as well as the cheapest source of supply for oils, tools, etc.

Now Mr. Official, won't you give the Supply Train more attention? If you will, the service rendered will be improved and your men will get what they need, when needed, and only such material that is really needed.

Things We Should or Should Not Do

Make a resolution that you will eliminate using foreign cars on the Illinois Central. We do not need foreign cars while we have plenty of our own.

Don't approve anything that will cause an expense that you can get along without for the next few months, or until things open up.

Did you ever stop to think that in times like this, the man who can do his work better and more economically and who can transmit confidence to his associates, is needed more than ever before? Try it.

Why order material when you have not the assurance that you will get the authority for

applying it, as it merely makes an additional expense to carry this material on hand.

Our president has asked that we make two blades of grass grow where one grew before. This doesn't apply to company material on the line of road.

Don't find fault with conditions because they do not suit us. Why not get busy and remedy them?

A busy man is an asset to the community. Most of the crime and suffering you see in the newspapers when sifted down came from too much leisure time.

GOOD-BYE. Will see you in the May number.

Claims Department

To Reduce Personal Injuries

AN active campaign to reduce personal injuries is being carried on by the Yazoo & Mississippi Valley Railroad under the direction of General Superintendent A. H. Egan. It had its beginning in a letter written January 1, 1921, by Section Foreman L. E. Carrington of the Memphis Division to Road Supervisor J. W. Fowler, in which Foreman Carrington called attention to the fact that on his section not a person had been injured during the year 1920. He pledged himself to exert every effort to make a perfect record again in 1921.

Foreman Carrington's letter was sent to all other section foremen on the Memphis Division, and each one replied, pledging his efforts to make as good a showing in 1921 as Foreman Carrington made in 1920.

So much interest was created as a result of this effort that Superintendent V. V. Boatner of the Memphis Division reported the results to General Superintendent Egan, who gave this information to the other Yazoo & Mississippi Valley divisions, with the hope that a friendly rivalry will tend to bring about a great reduction in personal injuries on the entire Yazoo & Mississippi Valley Railroad.

A letter which Section Foreman E. M. Sanders of Lula, Miss., wrote to Road Supervisor J. Crahen, outlining his ideas on attaining a 100 per cent record, is so interesting that it is given in part as follows:

"I will not run motor cars to exceed the speed limit, which is fifteen miles per hour, and going through stations or approaching road crossings will be ready to stop on sight of anything that may be on crossings or that may be coming across; also, anywhere on the railroad I will always watch for stock that may run up on the track in front of the car. I will not load any tools on the front of the car that may fall off in front, such as jacks, water kegs, or anything that may wreck the car.

"I will keep all switch points fitted, all bolts around switch tightened, and see that

points have proper throw to keep trains from splitting them.

"I will keep up my track to the best of my knowledge.

"I will keep all road crossing signs up so they may be seen plainly by the public.

"I will stop any stock or persons that may be coming across track in front of trains or motor cars.

"I will keep all crossings in good shape so that stock or people will not get caught in them.

"I will take the best of care of company tools and material.

"I will work my men so as to get a reasonable day's work and watch them to keep them from injuring themselves or one another.

"I will watch passing trains to see if anything is dragging or anything that may cause train to have accident.

"I will keep all stock off of right of way and all gates closed.

"I will not allow my men to take any chances in front of trains.

"I will take care of anything that I may find that is not safe."

A COW CHANGES HER MIND

A cow has the privilege of changing her mind—bless her feminine heart!—but the consequences thereof cannot be charged against a railroad, according to the Supreme Court of Mississippi.

A cow belonging to J. V. Andrews of Courtland, Miss., crossed the track in front of passenger train No. 4 at Courtland, Miss., December 12, 1917, changed her mind, retraced her steps, attempted to recross in front of the engine and was killed. The owner sued the Illinois Central and was awarded damages in the lower court for \$76.50. The railroad held that the death of the cow was caused through no fault of the engineer, and that the owner was careless in allowing the cow to roam at large, contrary to the stock law. The case was appealed, and the Supreme Court of Mis-

Mississippi recently reversed the award of the lower court and decided that the Illinois Central was not at fault.

The owner lost a cow and was required to pay all court costs. The railroad was deprived of the services of an engine and section crew for two days. The county in which the case was tried paid the jurors and court officers. Three morals may be drawn:

1. The bringing of a non-meritorious suit against a railway is not a profitable occupation.

2. It is an unjust burden upon the taxpayers, as well as upon the railway.

3. You never can tell what a cow is going to do.

USED TRACKS AS HIGHWAY

For using the Illinois Central tracks at Crystal Springs, Miss., as a public highway, a young man who is said to have lingered long at the cup—of "white mule"—was fined recently, according to a special dispatch from Crystal Springs to the Jackson (Miss.) *Daily News* of March 8. The case is said to be without precedent in the courts of Mississippi. The Crystal Springs correspondent of the *Daily News* says of the incident:

"Saturday night the young man imbibed too freely of 'white mule' and to prove his expertness as an automobile driver proceeded to convert the Illinois Central railroad tracks here into a boulevard, driving at rapid speed up and down the track. Marshal Tillman inquired if there was any law against this sort of conduct and found it in section 1342 of the code, which makes it a criminal offense to make a driveway out of the railroad tracks and fixes the minimum penalty at \$10. An arrest and prosecution followed, with the usual fine turned into the town treasury and the costs into the pockets of the town's vigilant officer."

WHAT NOT TO DO

Yard Master J. C. Kimble of the Chicago Terminal Division has issued sets of safety instructions to crossing flagmen and switch tenders which are well worth consideration. Instructions to switch tenders were published in the *Illinois Central Magazine* for

March, 1920. The instructions to crossing flagmen follow:

DON'T forget "Safety First".

DON'T fail to ring your bell before lowering gates.

DON'T fail to keep sharp lookout for trains as alarm bell may fail.

DON'T fail to keep lamps clean and burning brightly.

DON'T fail to use lamps on dark or foggy days.

DON'T fail to get name and address of witnesses in case of accident.

DON'T fail to report all accidents giving all information obtainable.

DON'T fail to report all hazard of accidents.

DON'T fail to flag approaching trains if vehicle is stalled on track or to prevent accident.

DON'T fail to keep flag shanty clean.

DON'T fail to hold stop sign so it can be seen.

DON'T fail to watch children closely when crossing tracks.

DON'T allow children to play around tracks or shanty.

DON'T allow visitors around flag shanty.

DON'T raise gates until last car or engine has cleared crossing.

DON'T read while on duty.

DON'T start fire in stove with oil—it is dangerous and expensive.

DON'T wait until last minute to get on crossing with stop sign.

DON'T take chances though others are willing.

DON'T leave work before end of assignment without permission or relieved by regular relief.

DON'T fail to report for work on time.

Things to Talk About





Bungalows,

Robinson Ill.



Spring Health Dangers

Chief Surgeon's Office Furnishes Splendid Discussion on Timely Topic

DURING the seasons of settled weather one knows what to expect and can be prepared for the rain, excessive heat or cool nights, which are usually correctly predicted by the weather man. Spring, however, with its sudden changes and youthful humors, is impossible as to prognostication, and no man knoweth what variations to expect. Consequently, one is likely to be caught unprepared for sudden changes and a common result of such unpreparedness is that uncertain and insidious form of sickness spoken of as a "cold," which develops with swiftness and much discomfort of body.

Inasmuch as every one knows by actual experience just the miserable feeling to which one is subject, it will not be necessary to enter into a description of those symptoms. How to avoid such trouble is the all-important question, and the consideration of this subject will be divided into, first, the prevention of colds, and, second, what to do after "catching cold" and the necessity for prompt and decisive action.

The consideration of prevention takes us back quite some time, involving as it does the building up of bodily resistance to the inroads of disease invasion through the route of drafts, wet feet and many other causes. In the first place it is of prime importance to so live each day as to be at the highest possible point of physical health. To do this requires careful training and the formation of the proper health habits, which should begin in childhood. One should also study carefully their own personal peculiarities, the particular points in which they excel and those in which they show weakness.

With the winter clothing still being worn a great danger exists in working and provoking perspiration and then, without additional outer garments, going into the outer air, which is usually much cooler, thereby suddenly cooling the skin and lower resistance to the entrance of the "cold" germ. Once this occurs it would seem as if nothing would stop the development of the "cold"

which, while not dangerous in itself, might be the forerunner of some other dangerous condition.

It is always wise to remove the outer garment, such as the overcoat or coat itself, and to replace it when seeking the outer air, thus preventing the sudden chilling of the skin and the consequent lowering of the body resistance. The delay caused by stopping to put on some outer garment is only momentary and if this precaution will protect one from a bad cold it is well worth the trouble. An odd circumstance is that we may mistreat the body by going into the cool air when perspiring, many times without bad results and suddenly perhaps, on a balmy spring day, when the sun is shining and the air is soft and warm, we contract a violent "cold." This is due to the entrance of the "cold" germ due to lowered bodily resistance and resulting in a victory for the army of invasion and sickness as a result. Inasmuch as it is impossible to tell by one's feelings when the body resistance is lowered, with the resulting increased danger of disease, it is the part of wisdom to use proper precautions at all times.

There are several methods by which one can increase their bodily resistance and the better prevent the invasion of disease. The first to be mentioned is the getting rid of waste accumulations in the body. There are two channels which are more or less under their owners' control and several others which kindly Nature regulates without our knowledge.

The first of the two channels is the bowels, which with the stomach, assimilate strength and store waste: this waste must be carried off daily lest from its accumulation, reabsorption take place and self-poisoning (auto-intoxication) result. Therefore, it is of the utmost importance that the bowels be moved each day thoroughly and it is to be noted that Nature will do this for us if the proper food is eaten and opportunity regularly given for the necessary action to take place. No more important habit can be cultivated than

that of having a regular set time for the evacuating of the bowels and no ordinary duty of circumstances should ever be allowed to interfere with this function. To the failure to recognize this great need may be attributed the foundation of many of the ills to which the flesh is heir.

The writer frequently in discussing with railroad employes the condition of their health finds the excuse given, particularly in train and engine men, that the cause of the irregularity of their hours, such as in "chain gang" service, that it is impossible for them to pay proper attention to the regularity of the bowel function. Nature makes no allowance for any irregularity of habit, even though compelled by an industrial necessity, but exacts a penalty for failure to comply with Her laws. Consequently it is necessary that an especial amount of effort should be used in overcoming this disadvantage. It is important that the individual should overcome the irregularity of their daily work, with especially well laid plans, to meet the regularity of daily habit which is so essential to life. The average person, however, does not realize the importance of this necessity until failing health compels a careful analysis of the daily habit. Consequently, it is of great importance for the person in good health to forestall later impairment of their health, by a well regulated daily life.

The second channel is the kidney through which the soluble wastes of the body are eliminated. To stimulate the kidneys to the best performance of their function, plenty of good pure water should be imbibed throughout the day, thus promoting the solution of many wastes and their elimination later through the kidneys.

Of the various other eliminatory channels which Nature causes to function without any effort on the part of their possessor, the skin should be mentioned first, it being partly under its owner's control and subject to stimulatory care for its betterment. Through the perspiration thrown out on the surface of the skin by the sweat glands, elimination of much waste material is carried on and anything which suddenly causes the sweat glands to cease their activity interferes with the healthy functioning of the body and tends to retain in the body poisons which would otherwise be eliminated. Hence it is that

the proper functioning of the skin must be carefully protected. To this end the use of bathing to remove waste material deposited on the skin by evaporation of perspiration from the sweat glands becomes very necessary and important. This habit of bathing should be cultivated and carried on, it being quite necessary to the maintenance of good health.

Of all the preventive measures carried on against "colds" none is perhaps of more value than the daily bathing of the neck and upper chest with cold water, followed by vigorous friction with a rough towel. This measure increases skin resistance and enables the user to more readily resist the invasion of a "cold." That it does this is known, but how it does it—whether because it hardens the skin and thus increases resistance or because it promotes the circulation of the blood through the skin and thus carries off poison—is not definitely ascertainable. All in all, the necessity for careful and regular bathing in order to produce increased resistance to the invasion of disease-producing bacteria and to overcome lowered cutaneous resistance and actual harmful accumulations together with interference in the action of the sweat glands, cannot be too strongly emphasized. The indulgence in of at least two baths per week in Winter and daily baths in Summer is strongly to be recommended.

Another channel of elimination and the last to be mentioned is the lungs. They belong to the class which kind Nature has made both voluntary and involuntary in action. Their usefulness may be increased by efforts on the part of their possessor, but if the attention be directed elsewhere an automatic function continues. The lungs, by the action of the diaphragm and chest walls, draw in and expel air. The indrawn air contains the life-sustaining oxygen and exhaled air carries off the no longer needed carbonic acid gas from the blood. The oxygen goes to the numberless fine air cells in the lungs and is there taken into the blood which circulates through the small vessels lining these air cells. At the same time carbonic acid gas is given off from the blood and later breathed out as a waste product. This taking on of oxygen and giving off of carbonic acid gas changes the blue used up blood laden with waste products to rich red life supporting vital

fluid which is then sent back to nourish the body and increase its resistance. Thus the value of deep breathing as a health measure will be readily understood, thereby increasing the nourishing power of the blood and promoting the good health of the individual.

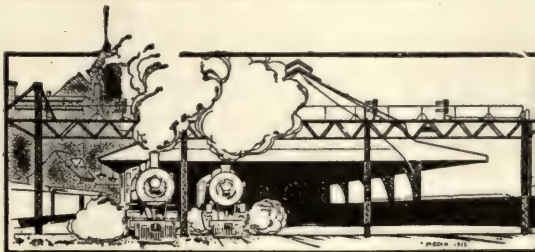
Pneumonia, one of the most treacherous and to be dreaded of diseases frequently is brought on as result of a Spring "cold." With the development of pneumonia, the air cells of the lungs become filled with blood which is the result of the inflammatory condition of the blood vessels in the lungs, thus slowing the blood current so that the circulation in the lung becomes sluggish and overloaded. The later development is the congestion and finally the consolidation of the lung completely filling the air cells and depriving the system of a part of its life-giving air supply. The individual affected with pneumonia, therefore, must breathe faster in order to obtain a sufficient amount of fresh air to support life, as only a portion of the air cells in the lung is available. This consolidation continues until a sufficient amount of reaction is brought about in the bodily resisting forces when Nature begins to soften these solid contents of the air cells and what is known as "resolution, takes place." In this process the softened content of the air cell is expelled through expectoration or absorbed and carried away by the blood current. The air cells thus gradually become freed of this content and resume their function with the recovery of health.

The value of systematic deep breathing as a health measure cannot be too strongly emphasized. This is especially true of office workers and those of sedentary habits. Every one of us would be the more healthy and would live longer if we were to practice daily systematic exercises. Two intervals during the day should be selected, preferably in the morning on arising and again in the evening before retiring. In moderate weather the

windows should be opened preliminary to these exercises, so that plenty of fresh air is permitted to enter the room. Wearing sufficient clothing, the patient should stand erect facing the opened window and slowly breathe in, counting up to ten and raising the extended arms in the plane of the body until the hands meet above the head. Then as slowly, breathe out, making the same count and lowering the arms. Raising of the arms draws up the ribs thereby increasing and facilitating the entrance of air into the lungs while the lowering of the arms assists in the expulsion of air, thus making the next breath deeper and fuller. The counting during the process enables the breather to inhale more slowly and regularly; likewise furnishing a standard exhalation. If the nose is freely open, it is very much better to inhale and exhale through it; otherwise, the lips pursed up should be used, in order to prevent the too rapid entrance of air. The open mouth should never be used, as such forcible entrance of air in large amounts is liable to suddenly expend the lung tissue and impair by continuous use of its elasticity.

The plan of deep breathing at intervals during the day is a good one to follow. This systematically and persistently followed is an excellent preventive for Spring "colds" as well as all bronchial and pulmonary diseases. For the tired business man or woman, the practice of deep breathing will often bring surcease from the monotony of the business routine and clarify the mind when confused with vexatious and perplexing problems which are the concomitant of all business.

In closing the subject of Spring Health Dangers, the probability of a return of influenza during the month of April must not be forgotten nor the danger lightly considered. The use of preventive serum treatment has been found serviceable and is of decided value, having been accepted as a standard in present day methods of preventive treatment.



St. Louis Division

Maintenance of Way Staff Meeting, Carbondale, Ill., March 5, 1921. To Discuss Reduction of Expense

Present:

J. W. Korn, Jr., Roadmaster.

J. H. Miller, Supervisor.

T. A. Robertson, Supervisor.

J. M. Garner, Supervisor.

W. C. Costigan, Supervisor.

R. Thetford, Supervisor.

Bert Jones, Supervisor.

H. B. Sutliff, Supervisor.

J. W. McKinney, Supervisor.

E. E. Goddard, Signal Supervisor.

A. A. Logue, Assistant Engineer.

Visitors:

W. Atwill, Superintendent.

J. G. Warnecke, Division Storekeeper.

L. F. Foley, Chief Accountant.

1. Subject of reduction of road overtime was discussed and the manner in which the Road Department forces can assist was emphasized. It was pointed out that by reason of having to perform a large amount of the Road Department local freights are unable to get over the road within the allotted time, and with this end in view no more Road Department work will be performed by locals. Company material in carload lots will be accumulated until a sufficient number of cars are on hand to justify the use of work trains. Cinders from now on will be handled in side-dump coal cars, and will be handled henceforth in work trains. The release of foreign cars will in all cases be given preference. The necessity of lining up the work to be done by work trains so that a maximum amount of work can be obtained with the least amount of overtime, was also pointed out.

2. Figures were read showing the amount of maintenance of way overtime made by each supervisor during the month of February, 1921, and the entire staff requested to go through the month of March with as little overtime as possible. The question of Sunday track walkers was discussed at length, and only such track walkers who cover localities where sliding fills and rail conditions require, are to be retained from this time on. This will effect a considerable saving in overtime which we have heretofore been paying.

3. Comparative figures on personal injuries in the Road Department, St. Louis Division, were presented for the first two months of 1921 as compared with the first two months of 1920. January, 1921, 8; February, 1921, 5; January, 1920, 11; February, 1920, 15, or a reduction of 50 per cent. While this reduction is very gratifying it was pointed out that by constantly keeping the question of personal injuries before everyone concerned, it is quite possible to maintain this ratio and further to increase it.

4. Comparative figures for the first two months of 1921 and 1920 in stock killed on the St. Louis Division, were presented, showing fifteen head in 1920 and eight in 1921. Renewed effort on the part of everyone was urged, pointing out the necessity of having foremen and track walkers keeping gates closed and cattle guards in good condition.

5. It was pointed out that in January, 1921, no motor car accidents occurred in the Road Department on this division, while there was one in the month of February. This compares with four during the first two months of 1920. Attention of everyone was emphatically called to the necessity of constantly checking the operation of motor cars to see that they are handled in accordance with rules and instructions.

6. Monthly efficiency reports which have been put into effect with the month of February, 1921, were discussed and each supervisor's report for the month of February examined and read. The purpose of this report is to correct indifference where it exists, to take out all slack in the performance of work and to create the habit of doing work completely and thoroughly. Good that can come from a report of this kind was pointed

out to all present and each one requested to study conditions as observed from time to time, for the benefit that will be obtained therefrom and with a view of raising the efficiency of the Road Department on this division as close to 100 per cent as it is possible to obtain.

7. Superintendent's letter of March 4th, in regard to completing all A and B. projects within ninety days after authorities are issued, was read, and the staff requested to exercise their efforts in all cases to this end.

8. The St. Louis Division branch of the Vice-Presidents' Shovel Club was organized with the following membership: Supervisor of B. & B., J. W. McKinney; Supervisor H. B. Sutliff; Supervisor Bert Jones; Supervisor R. Thetford; Supervisor of Signals E. E. Goddard; Supervisor J. H. Miller; Supervisor W. C. Costigan; Supervisor J. M. Garner; Supervisor T. A. Robertson; Chief Clerk L. L. Heilig and Material Clerk S. F. Conatser. With the end in view of carrying out literally the object of this club all supervisors were directed to make without delay an inventory of their present tool supply, and after so doing to ship all surplus tools to Carbondale, where they will be assembled and distributed from time to time as needed.

9. Plans for taking tie inventory on March 14th, were outlined and necessity of having ties in shape to be accurately inventoried was brought out. The division storekeeper being present, outlined his wishes in the matter, and is expected that a good inventory of ties on this division will result.

Signal Employees Illinois Division Hold Educational Meeting

Some more about Signal Employees' Educational meetings of Illinois Division, which we hope will be interesting to all employees on the system, especially signal employees.

February meeting was held at Mattoon, Illinois, Sunday, the 13th, and Mr. B. F. Hines, Southern Manager of Thomas A. Edison, Inc., Primary Battery Division, met



Illinois Division Signal Employees' Educational Meeting Held at Mattoon, Ill., Feb. 13, 1921.

with us, and his address on primary battery was the main attraction. He explained in detail the process of manufacture and the rigid inspections and tests their product has to go through. Next he explained the causes and remedy for some of the known failures of battery, and explained in detail the cause of the copper oxide plates scaling, which caused several signal failures in the past year, and how this defect was overcome, leaving every one with the feeling that very little, if any, trouble would be experienced in the future. Last but not least, a cell of battery was mixed and each move performed was explained in detail, with a great deal of stress laid on accuracy, so as to get the right chemical action which insured the rated capacity of the cell, and assured uninterrupted service. He was interrupted a great many times while mixing the cell to answer questions, which showed men were interested.

The afternoon was too short to complete the subject of battery, so we did not have an opportunity to hear from any of the com-

mittees formed during the January meeting.

The March meeting was held at Gibson City on the 13th, and Mr. Stender, representing the Adams & Westlake Co., manufacturers of the noted "Adlake" semaphore lamp, explained the development of this lamp and the difficulties that had to be overcome and then we inspected the interlocking plant and automatic signals where Mr. Stender continued his explanations with lamps from actual service.

The inspection is one of the benefits derived from holding meetings at different points, for it offers an opportunity to see how different apparatus operates, as well as equalizing the travel of all men.

We then went back to coach that was used to meet in, where a few minor subjects were brought up, with the progress being made on circulating library being established through popular subscription, to be used in connection with the meeting, and then Mr. Guy Fox, chairman of the committee studying compensation, told of the progress made,



and asked several questions which started a discussion involving everyone present, and through the medium of the portable blackboard, several problems were solved that brightened the way some, but at close of meeting left everyone feeling that the task ahead for this committee was great.

At the February meeting this question was asked: "Do you think once each month too

often to hold these meetings?" and the undivided answer was "no," so it seems that everyone favors the meetings which will increase the good they do, but it causes us to wonder where the men that lag and do not attend regular will be a few months hence.

Think this over for you know our motto is, "Use Your Head and Muscles, Too."

New Freight Engine Viewed by Thousands in Demonstration at Springfield

ONE of the Santa Fe type freight locomotives purchased by the Illinois Central System was placed on exhibition at Springfield, Ill., March 16, when thousands of visitors witnessed a demonstration of the engine. The exhibition was handled by the officers of the Springfield Division.

The engine, No. 2924, arrived at Springfield from Clinton at 11 o'clock in charge of Engineer Cal Sanders, Fireman Joe Davis and Stoker Demonstrator John Ball. In the

construction of the engine, especially the construction and operation of the Duplex Stoker. For more than an hour and thirty minutes following the talk, hundreds of visitors passed through the cab to view the mechanism of this machine.

Returning to Clinton the engine hauled a train of 3,000 tons.

During the exhibition there occurred an amusing incident. A tall negro, as black as the ace of spades, was watching the engine



party were Superintendent C. W. Shaw, Master Mechanic H. L. Needham, Train Master Frank Walker, Traveling Engineer Charles Zanies, Chief Dispatcher P. J. Mallon, Train Dispatcher H. O. Williamson, Road Master W. E. Russell, and Supervisor of Bridges and Buildings S. C. Draper.

The engine was placed on one of the spur tracks and District Passenger Agent J. H. Lord mounted the cab and opened the exhibition. A. N. Willsie, district engineer of the Locomotive Stoker Company of Chicago, gave an interesting talk on the general

carefully, when a passenger train on the Chicago, Peoria & St. Louis Railroad from Peoria pulled into the station. The negro caught a glimpse of the C. P. & St. L. engine and shouted:

"Great Gawd! Look there! Th's big boy could swallow that little chap without using a chaser!"

A large number of persons who failed to arrive in time for the exhibition have requested that it be repeated and the plan is being considered.

Our Need of Foreign Trade

By W. M. Rhett, General Foreign Agent

PREVIOUS to the great World War, our need of foreign trade was not generally recognized by the business interests of this country. We had comparatively few importers who were forced to buy their raw materials from the source of supply abroad, such as nitrate of soda, sisal, petroleum oils, manganese and manganese ore, magnesite, mahogany, potash, etc., also the importers of tropical fruits. Our exports in the main consisted of surplus products, such as cotton, cotton seed products, forest products and grain and its products, but there were comparatively few concerns specializing in export or import business. There were such firms, located mostly at the Atlantic Seaboard, acting as middlemen between the foreigner and the home merchant, frequently using their own brands and labels, thus keeping the seller and buyer apart. Some notable exceptions to the rule were the manufacturers and exporters of iron and steel and agricultural machinery and implements, but generally speaking we are not world traders.

For the lack of a Merchant fleet under our own flag, our foreign business was necessarily carried mainly in ships of other nations. This was a serious handicap, which we are in a fair way to overcome. One of the benefits so far realized from the enormous waste of the war is our Merchant Marine, built as a war measure but furnishing the most powerful means and incentive for the extension of our foreign trade. This merchant fleet is second only to that of Great Britain and far ahead of all other nations. We are beginning to see that we cannot sustain this fleet and come into our own as a maritime power except by developing the foreign traffic to fill these ships and others to be built—nor can we succeed as world merchants without owning the ships to transport our goods. Another result of the war is forcing us to realize that we cannot continue our isolation and self sufficiency to the same extent as in the past. We are in the world game willingly or unwillingly and must be either leaders or fol-

lowers. Commercial leadership means ascendancy in more ways than one. It is unthinkable that we should be less than leaders, we never have been in any undertaking to which we aspire and there will be no departure from the rule in this case.

The problem of successful building and operation of ships by us in competition with foreigners paying lower wages has not been solved and the same difficulty has to be met in selling our goods in competitive markets against cheaper foreign production but these obstacles are recognized and are receiving proper consideration and study. They will be overcome because they must be or we will lose instead of gaining ground.

Before the United States had reached its present population and volume of production we lived comfortably at home. Our production and consumption were pretty evenly balanced with the exception of certain natural products constituting our surplus, which were necessities for others and sold themselves, such as cotton, forest products and food. Now we produce and manufacture more than we need and must find additional markets abroad. Where we must buy or invest as trade will not be lasting if one-sided, hence we are driven to think and act in world terms.

We need young men who will fit themselves by education and training for foreign trade. They should be prepared to live in foreign countries, particularly Central and South America, the West Indies, Mexico and the Orient, to identify themselves with the communities to which they are assigned and not be temporary sojourners without local interests and in this way open the door not only to successful trade but make possible safe and profitable investment of our surplus capital. So far our men have not been willing to remain away from home permanently or even for long periods and this is one of our most serious handicaps which must be remedied. Our schools and universities should adapt themselves to this need by providing proper courses and en-

couraging boys to prepare and look forward to foreign careers that this necessity may be met.

The countries lying South of us have a large European population and England, Germany, Spain and other European nations are strongly represented by trained specialists in various lines, who spend their lives with their customers and thus establish relations which give them enormous advantages over temporary visitors from the United States who expect to compete for this trade by superficial means. The Latin-American is extremely conservative in business matters and resents any attempt to change his methods or to hurry him into doing things. Personality, friendship, confidence and understanding are the large factors in securing and holding his trade and these do not come with short acquaintance. While we are deeply concerned in developing foreign trade in all directions, our greatest interest lies with these Southern

countries which are near our doors, first, because this trade has the greatest elements of permanency and second because they produce what we need and need what we produce. This is the field promising the greatest yield and we should cultivate it accordingly.

We of the Illinois Central must naturally view this problem from a company standpoint and it is at once apparent that the great Mississippi Valley which we serve with its wonderful production of food, raw materials and ever increasing manufactures is the portion of our country best located and equipped to participate in and develop this trade. New Orleans is the natural and well developed port through which the great volume must flow and our system furnishes the most efficient rail and port service. This we know and must bring it home to the shipping public by constant and united effort on the part of the whole Illinois Central family.

Canned Salmon Industry of the Northwest

By H. J. Nelson

IN the clear, ice cold streams flowing from snow clad mountains of Alaska and the Pacific Northwest, tiny fish hatch from salmon eggs. These fish live for a time in the fresh water, but as they grow larger following the currents down to the Pacific Ocean. For from two to four years they swim in the Sea and then through some strange instinct invariably return to the stream where they were hatched. It is on this return journey, as they come from the ocean to the mouth of their native river, that they are caught in great numbers in various kinds of nets and traps.

After being captured, the Salmon are taken to Canneries where they are dressed, trimmed and cut into slices by Machinery—"Iron Chinks," derived from the fact that this work in former years was largely done by Chinese labor. These slices of solid meat, cut to fit in cans, are inserted in them also by machinery, and for two hours they are then subjected to a heat of from 240 to 250 degrees F. Under a steam pressure of 10½ pounds. This cooks the flesh thor-

oughly, softens the bones, and insures complete sterilization.

The number of cases packed annually depends on the Salmon run, but in a normal year will average about six and half million cases, each containing forty-eight pounds; or a total pack of from six to seven thousand carloads.

This in itself means a great deal to the Railroads, but isn't all, for before any salmon are canned, hundreds of cars must be hauled westbound from Eastern Manufacturing Districts with supplies used by the Canneries—tinplate for cans, machinery, cotton and linen used in nets, etc., wire for traps and so on.

Before the United States entered the War the domestic Salmon Market was well balanced with regard to supply and demand. But when the Government raised a huge Army, it requisitioned sixty per cent of the salmon pack. That meant sixty per cent of the civilian population accustomed to eating salmon had to find a substitute for this economical, savory, nutritious article of diet.

But this phase of War enterprise was almost disastrous to the salmon industry, although the blow did not fall until nearly eighteen months after the signing of the Armistice. The Packers caught the fish in 1919, and 1920, and packed them. Selling the pack was another matter which was a problem not readily solved, but the solution is now being worked out.

A few weeks ago more than 2,000,000 cases of salmon or nearly one half of last years pack, were in storage on the Coast, consisting mainly of "Pinks" and "Chum" Brands.

The Pink Salmon is the smallest member of the Salmon family, averaging about four pounds in weight. It matures in two years and is found in great numbers in Puget Sound and along the Alaskan Coast. Its flesh is of a coral-pink tint and is especially tender and delicately flavored. The Chum or White Salmon is a larger fish, averaging about eight pounds. It matures in from three to four years, "Runs" in the fall and is widely distributed along the North Pacific Coast. It is distinguished by the Trout Like Color of its flesh which is of a creamy tint.

Dr. Harvey W. Wiley, for thirty years,

Chief of the U. S. Bureau of Chemistry, says:

"The light meat varieties of Salmon are just as palatable and nutritious as the more highly colored species, but people should be informed more definitely about them for many, when they open a can and find the meat is not red, think it is some other kind of meat or is inferior."

Account the economic conditions throughout the country which has clogged up normal distributing channels, a very small percentage of the Canneries expected to be in operation for 1921, with resultant loss to business. A publicity campaign was therefore started with more than 40 of the leading Railroads of the United States participating, to increase the use of Salmon. Fortunately these two species of Salmon constitute the bulk of the pack with resulting lower costs in putting them up, and to the consumer.

The Railroads have agreed to feature the use of Canned Salmon on Diners and elsewhere and employes everywhere are asked to cooperate in increasing the demand. The Association of Pacific Fisheries have issued a recipe book which can be obtained free from your Grocer. Ask your wife to get a copy and a few cans of Pink or Chum Salmon. Let us each do our part.

Patrons Express Their Appreciation of Illinois Central Service

IT is something unusual when the employes of a railroad are so courteous that the pleased patrons sit down and write letters to the president of the system commending the courtesy and faithfulness with which they have been served. But that is what is happening every day on the Illinois Central System. During the last month a great number of letters commending employes for their devotion to the patrons' interests have been received by President Markham and other general officers.

The point is that the services which the writers of letters commend are the little things which take place every day in the thousands of contacts which employes have with patrons. It proves that the cultivation

of the habit of courtesy in seemingly unimportant things is decidedly worth while. It is realized, of course, that the letters cover only a small fraction of the meritorious cases.

One correspondent tells President Markham that he has been following his public statements and has observed the president's desire to meet citizens and patrons on common ground, and—as he puts it—he wants the president to become acquainted "with one of the fellows doing some good fielding for your pitching."

Robert Kay of the Robert Kay Company of Pontiac, Ill., writes to President Markham under date of March 21 as follows:

"The writer has been following your pub-

lic articles and, taking it that there is at least one railroad president seriously attempting to meet citizens and patrons on common ground, he wants you to get acquainted with one of the fellows doing some good fielding for your pitching.

"His name is J. J. Gardiner, just your local agent, but if all the Illinois Central boys were as watchful and efficient as he, the road would have a lot of business it does not have now.

"No matter what our wants are—requests for rates to 100 stations, service on outgoing shipments, promptness—it is always handled with diplomatic courtesy and science by Gardiner. And every time he pulls in on time. Never late. The —— (naming other roads)—always are. There is a tremendous difference in their attitude toward the shipper—the difference between crude and refined.

"Thank you, Mr. Markham, for your attention. We feel our message deserves it."

A letter from Will D. Oldham of Lexington, Ky., to General Passenger Agent H. J. Phelps, written February 22, follows:

"On Thursday, February 17, my wife went from Louisville to Mayfield, Ky., on 101, and she asks me to thank you for the very splendid service on every part of your road.

"Her suitcase was carefully forwarded by check, the cars were clean and as comfortable as the weather permitted, the brakeman, porter and conductor were polite and the whole trip to and from Mayfield was a real pleasure in these days when courtesy is so lacking from public service corporations and their employees.

"She came back on Saturday, the 19th, and, as it was snowing very hard at Mayfield when she got on the cars, the brakeman of 102 asked her to let him brush the snow from her cloak so as not to have it damp or ruined, and with no thought of a tip.

"The diningcar service was also good, yet the prices should come down some since the cost of food has been lowered.

"I have never been on your line, but if the chance comes or our friends are going your way we shall certainly tell them of what a good road and service you have."

Mr. Markham has received the following letter from the Rev. J. K. Farris of Little Rock, Ark., under date of March 9:

"The undersigned is a Methodist preacher, for the past three months engaged in traveling over North Mississippi in the interest of the Methodist Hospital situated in Memphis, Tenn.

"My work calls me to travel very extensively over the Illinois Central Railroad, and I am writing to say that never have I met more perfect gentlemen in any relation than your conductors, station agents and flagmen.

"It is a *pleasure* to travel on your railroad.

"Without a single exception, every employe of your great railway impresses me as being a gentleman, always courteous and anxious to do everything possible to add to the comfort and pleasure of the traveling public. You are to be congratulated on the personnel of the men in your employ."

W. H. Hogle of the Continental Interstate Insurance Agency of Iroquois, Ill., writes to President Markham under date of March 7 as follows:

"It may be a little unusual to receive a letter of the kind I am writing, but I just want to say that I have done a good deal of traveling in my time, have been in a good many railroad centers, and for the last year have been leaving Chicago on the Illinois Central at your 63rd Street station, and I believe that I am a competent judge of what an A-1 employe is.

"I wish to say that I have never come in contact with a more gentlemanly, obliging and accommodating person than your caller of trains at the 63rd Street station. I think his name is Townsend. He certainly is the right man in the right place. I often wonder if such service is appreciated."

A letter written March 1 to General Passenger Agent Phelps by Joseph T. Moore, 542 Vine Street, Evansville, Ind., follows:

"I am sure it is very gratifying to you and the management in general of the Illinois Central Railroad System in showing such a creditable high percentage 'on time' report as is now being published in the va-

rious city papers. I am only a commercial salesman and adjuster for a manufacturing concern, completing now twenty years of travel, principally over your lines. I beg to say I am expressing the sentiment of a majority of commercial men in stating you are deserving of credit and the honor you have won, namely—"Noted for being on time." You are saving us and our firms much time and money in rendering this efficient public service. You are being praised and credited along the line by the boys on the road at least for your sincere efforts and achievements. I could add the Illinois Central station agents along the road are known for businesslike cleverness and co-operation with the commercial public. I have many matters to take up with them. I know they are fair and ready to extend courtesy. I was very much gratified in reading the newspaper report above Mr. Markham's name."

Arthur Jones, head of the Arthur Jones Electric Company of Chicago, writes to Senior Vice-President Kittle under date of March 16, as follows:

"I am sure that you are interested in knowing of the service that is being rendered travelers by your passenger department representatives.

"I have just recently returned from my annual trip to Florida and wish to compliment you in having so competent and courteous a representative in Mr. S. C. Baird, District Passenger Agent at Jacksonville, Fla. The manner in which he took care of reservations for myself and friends I appreciate, and he sure reached the goal of top-notch service when he asked the diningcar conductor to introduce himself to me to tell me that it would be a pleasure to render

diningcar service to my friends and myself, homeward bound.

"I thought this information coming voluntarily would be of interest to you and it will be a pleasure for me to endeavor to introduce my friends to Illinois Central wonderful service."

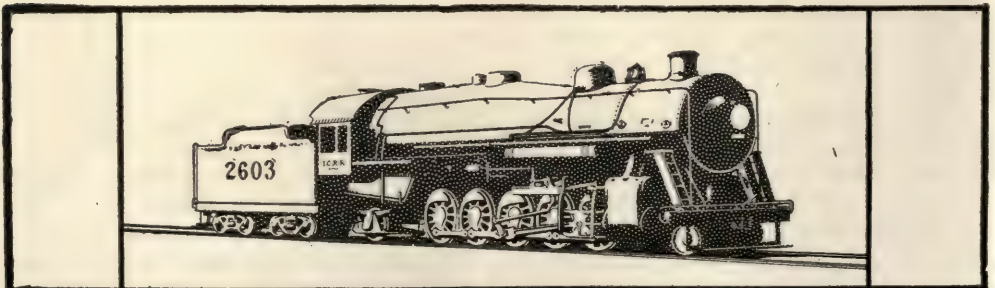
G. J. Parke of Parke & Son Company, Decatur, Ill., writes to President Markham March 16 as follows:

"We have in this city a number of young people attending Eastern schools, among these being two of my children, and practically 90 per cent of these return east via Chicago, Ill.

"Your Mr. G. A. Lavery, local ticket agent here, interested me a short time ago in making it plain that your No. 232 train out of here at 2:40 p. m. connecting with the Big Four fast New York train at Mattoon, Ill., was the ideal way east.

"My son went this way the first of the year and my daughter followed shortly after. Both were most pleased, and my daughter especially, in the courteous attention rendered your passengers by Conductor C. H. Wright and Brakeman M. A. MacDonald on this train. These employes are without question rendering the best of service, as Mrs. Frank Elwood of this city in going to New York recently has made the same comment regarding this service as have my son and daughter.

"Personally I am much in favor of saying a kind word to those that faithfully serve, and if it is opportune, mention by you to your associates of this good service would not be out of line, as the Association of Commerce in this city was interested in having this train, and I shall take pleasure of advising it along the lines above noted."



Reweighing and Stenciling Empty Cars

By B. B. Goe, Superintendent of Weighing

WITH the urgent necessity for increased earnings and economy, no feature that will result in saving should be neglected and the correct stenciling of tare weights on equipment is of vital importance affecting net freight car earnings, more so today with increased freight rates and high price of commodities, than ever.

The weight of the contents of a car is obtained by subtracting the stenciled tare weight from the gross scale weight. In

some few instances the empty is weighed before car is loaded, but in the great majority of cases, the stenciled tare weight must be used.

During the past few years of heavy business, fewer cars were restenciled and as a result the intensive use of all classes of equipment have been more or less reduced in weight, few cars remained empty long enough for reweighing and restenciling and, no doubt, during the heavy rush of business



Industries

Robinson Ill.



many cars were given heavy repairs without reweighing.

The following tabulation of 390 cars reweighed during one week in March shows serious differences does exist in tare weights and a special effort should be made by all roads to reweigh and stencil all equipment during this period of car surplus.

Number of cars reweighed, weights of which were lighter than stenciled weight 176—average difference per car 1,637 lbs.

Number of cars reweighed, weights of which were heavier than stenciled weight 98—average difference per car 1,721 lbs.

Number of cars reweighed, weights of which were correct within M. C. B. tolerance—116.

There is considerable difference of opinion as to when the railroad and when the shipper is benefited by incorrect tare weight. There is no question in my mind, however, that both shipper and railroad will be greatly benefited by correct tare weights as both stand to lose either way it goes.

If the tare weight of a car is heavy the less freight revenue the railroad receives for transportation of its contents, and shipper when selling the commodity based on such weight loses as well. The consignee receives the benefit and undue advantage over his competitor who receives a car

where the opposite condition exists.

It is certainly no satisfaction to a shipper to be told that where he loses, some one else gains, nor to a railroad to know that where it will lose on one car it may gain on another. The shipper will know when such conditions exist and require as tariffs permit, that the empty car be weighed and the actual stenciled tare be used in determining the weight on which freight charges be assessed and unless railroad keep equipment correctly stenciled, a great deal of extra switching will be required and at times when every extra move means delay.

In order to insure the reweighing of sufficient cars to conform with M. C. B. requirements, an allotment of a certain number of cars per month to be reweighed at the various weighing stations has been made and reports by periods showing progress are made in this office. The following copy of this report for period January 1st to March 12th shows progress made:

It is hoped that during the present business depression special effort will be made by all concerned to reweigh and stencil all equipment as the allotment above shown is an average and we must reweigh considerable in excess of this figure during periods of light business to insure 100 per cent of allotment during the year.

Statement of Empty Equipment Reweighed January 1st to March 12, 1921

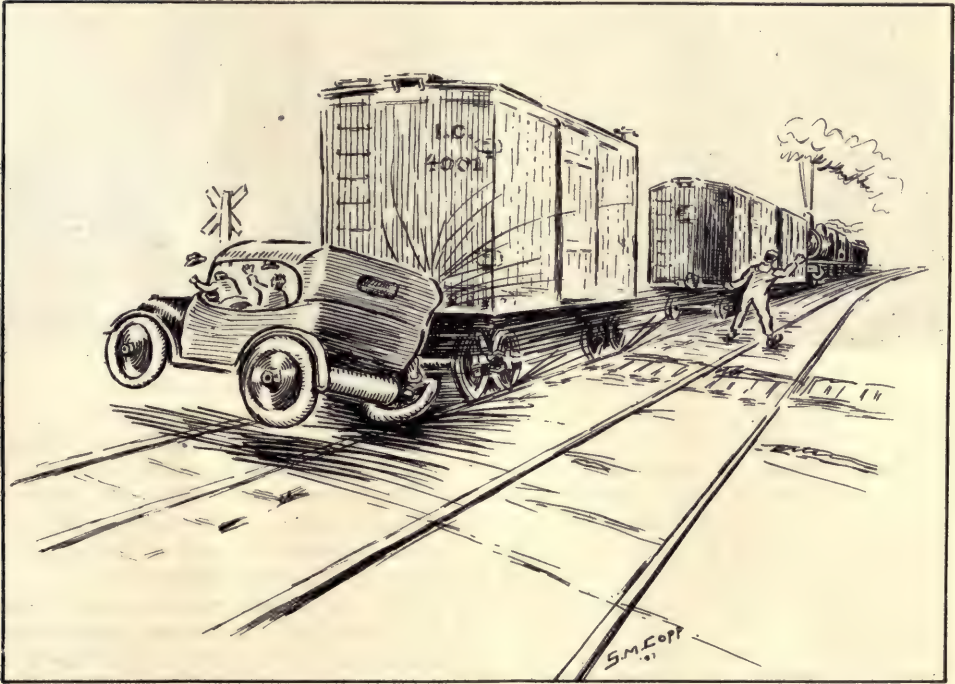
Rank	Division	Reweighed		Total	Should Reweigh	Per cent [*] Reweighed
		System	Foreign			
1	Kentucky	483	209	692	450	153.7
2	St. Louis	1252	38	1290	960	134.3
3	Louisiana	337	248	585	450	130.0
4	Memphis Term.	590	375	965	800	120.6
5	Indiana	379	45	424	400	106.0
6	Tennessee	255	52	307	300	102.3
7	Springfield	185	5	190	250	76.0
8	Illinois	162	10	172	240	71.6
9	Iowa	144	19	163	250	65.2
10	Minnesota	153	22	175	350	50.0
11	Mississippi	133	14	147	360	40.8
12	Wisconsin	47	21	68	250	27.2
13	Chicago Term.	501	48	549	2160	25.4
14	New Orleans Ter.	127	150	277	1100	25.2
15	New Orleans	28	20	48	300	16.0
16	Memphis Div.	26	15	41	----	----
17	Vicksburg	----	----	----	----	----
TOTAL		4802	1291	6093	8620	70.6

STOP

FACTS AND FIGURES ABOUT PERSONAL INJURY ACCIDENTS

STOP

Bulletin No. 6



This illustration shows one of the frequent and preventable causes of accident at railway grade crossings. A car has been cut off and sent rolling over a busy street with no one protecting the crossing.

Thirty-four accidents, in which one person was killed and sixteen injured, occurred on the Illinois Central System in 1920 as the

result of this practice. It is a bad record—a record not to be proud of and differing from other records established by the Illinois Central.

It is within the power of the officers and employes of the Illinois Central to stop this class of accidents.



New Suburban Engine Recently Placed in Service

By F. Roberts



New Illinois Central Locomotive No. 1446 for Suburban Traffic

Engine 1446, a picture of which is produced in this issue, has just been turned out of Burnside Shop. This practically new locomotive was converted from 2858 class to 1441 class and is the last of four rebuilt during the past six months for use in suburban service. The preceding engines were 1445, 1448 and 1447.

These engines have a tractive power of 17.5, the cylinders are 18x24 inches and the total weight loaded of each is 175,000 pounds, distributed as follows: 98,000 pounds

on the driving wheels, 16,500 on engine truck and 60,500 on tender truck.

The increased suburban traffic which necessitated more motive power was the prime factor in reconstructing these locomotives. The two figures standing in the foreground are Mr. J. J. Quinn, machine shop foreman, and Albert Wipfli, erecting gang foreman, in charge of construction. Both these gentlemen are proud of results obtained and well they may be for the four new locomotives are a credit to the mechanical forces at Burnside and the suburban service.

Things to Talk About

THE greatest single month's record in the history of the Illinois Central System for on time arrivals of passenger trains was made during February, 1921. Of all the passenger trains operated over more than 6,000 miles of lines, 98½ per cent arrived at their terminals on time.

During the first ten days of March this record was increased to the on time arrival of 99 per cent of all passenger trains.

The management recently announced with pride the 1920 record of passenger train performance, ranging from 93.4 per cent in January and April to 97.3 per cent in October.

The Conscience Fund of the Illinois Central

THE news that a \$5 banknote had been received by the Illinois Central enclosed in an envelope with an anonymous request that it be credited to the "conscience fund" caused the writer a few days ago to make an investigation of the conscience inspired letters which have been received by the railway. It was an interesting investigation, some phases of it inspirational, some pathetic and some highly amusing.

Records covering the last ten years were read over for the material with which to make this story. During those ten years a number of confessions have been received from former patrons who had stolen rides on freight or passenger trains, eluded gate-men or conductors, used passes fraudulently or otherwise defrauded the company.

The writer was surprised to learn that more than half of the confessors had given their names and addresses in writing to the company and had asked acknowledgment. The others had hidden their identity behind initials, sent unsigned communications or had asked ministers or priests to forward the money.

It is interesting to know that there were no women's names to be found in the records. Whether any women are represented in the anonymous communications cannot, of course, be known, for such correspondence is considered confidential and no investigations are permitted. Perhaps women do not practice fraud—or, to be less kindly, is it possible that women have a habit of forgetting? Anyway, there are no women's names in the list.

Religious experiences seem to prompt the majority of those who, in seeking to reconcile their wrongs, explain their motives. A number of the correspondents go into the subject of their religious conversions at considerable length, others merely state that they now see things differently and want to make their mistakes right. Some even grow fanatical on the subject and draw their letters out into long-winded sermons.

The first record in the ten-year file which was read for this article is of a man who wrote that he had ridden on a freight train from one point in Illinois to another a num-

ber of years previous and asked what would make it right, stating that he had since become a Christian. He was told the fare and it was received by return mail.

Two months later the records show the receipt of \$20 in cash, anonymous. There is no record as to the identity of the giver. However, a few years prior to that a Catholic priest had visited the president's office and stated that a parishioner had given him a ring to make good an amount of which the parishioner had defrauded the company. It is not known, but it was thought that the \$20 was from the owner of the ring, for the priest had been told that the company could not accept the ring.

A record in 1912 shows the receipt of a letter from a convert who asked that he be forgiven for stealing rides. He offered to appear before a company of Illinois Central employes at any time and repeat his religious experience—in payment for his misdeeds!

The same year a similar letter was received from another, located in another part of the country, who confessed that he had ridden trains without paying fare and asking forgiveness.

A correspondent several years later wrote in to tell of having used an employe's pass fraudulently. He enclosed \$6. He did not entirely hide his identity, however, for he asked the railway company to address him through his initials in the personal columns of *The Tribune* if the \$6 failed to make good the fraud.

A Texan wrote that he had to make restitution with fourteen railroads for rides which he had "bummed" as a tramp. He had ridden the Illinois Central 100 miles, he said. He was told that the fare at the time stated was 3 cents a mile, and a money order for \$3 was received from him shortly after.

One of the most mysterious of the letters was written by a minister in a Southern city, who sent the company \$200 from a person who had confessed to him. He wrote that the debt was unknown to the company and asked that no publicity be given it.

From California came a letter from a penitent who confessed to stealing a ride.

He was told the fare, and shortly after a letter was received from his wife, stating that her husband was seriously ill and asking for a letter of forgiveness, saying that she believed it might help him to recover. The letter was sent.

One correspondent confessed to taking coal from the railway property, a sack at a time, to the extent of about ten tons.

Another's correspondence extended over a period of five years. He first wrote to the company in 1914 explaining his religious regeneration and asking to be allowed to make amends. He was told the rate of fare at the time he had stolen rides. Shortly after came a letter asking that the company set an arbitrary sum. He was told that it was impossible for the company to estimate the distance he had traveled. Further correspondence followed at intervals, until in 1919, when he sent a check for \$10. He wrote that he estimated he had traveled 1,000 miles, but that since he had ridden "blind baggage" he did not consider it first or second-class passage and thought it worth only 1 cent a mile! His earnest request that he be forgiven brought forth a letter of forgiveness.

Money received from such sources is not accounted for in a "conscience fund," but is

entered under "miscellaneous profit and loss."

The following editorial from the *Lauderdale County Enterprise* of Ripley, Tenn., March 11, is timely in connection with such an article as this:

"It is well for people to take stock occasionally and see how they stand; to weigh their motives behind each action; to analyze their purposes; to determine the tendency of life.

"It might be profitable to ask, 'How honest am I?'

"It is a patent fact that Motive, Purpose and Tendency determine character.

"Some men are scrupulously honest in all their dealings with individuals, yet ease their conscience when they can take advantage of a corporation. Some men do not deem it wrong to dodge a conductor, beat a ride and thus cheat a railroad company. In fact, we have heard good men, who were honest in the absolute in all other transactions, boast of 'beating a ride' on a train. We must change our conception of right and must realize that it is just as harmful to defraud a railroad company or a corporation, as it is to be dishonest with an individual."

Editor's Opinion of the Illinois Central System

READERS of the *Sullivan Union* have recently noticed advertisements that have been carried in this paper by the Illinois Central Railroad Company. The effort of these advertisements has been to get in touch with the farmers and with the people in the counties served by the Illinois Central Railroad. We are informed that an advertising campaign of this nature is being conducted by this road throughout the counties in the several states through which the road runs, the advertising campaign being in charge of C. H. Markham, president of the Illinois Central Railroad Company, assisted by Mr. C. M. Kittle, senior vice-president, and Mr. H. B. Hull, general claim agent of the company.

The *Union* wants to take this opportunity to congratulate the executives of this road on the wisdom of this campaign. The campaign will undoubtedly perform a great service in bringing the general public closer to the railroad and thereby bring about a more efficient and satisfactory basis of operation.

At this time it might also be suggested that the Illinois Central Railroad occupies one of the highest positions of all railroads in the transportation system of the country. During the war it was able to furnish many other railroads with motive power and during the war, and since, has broken the records of all the roads in connection with the average number of trains that it operates on exact schedule time. It might also be

added that the greatest single month's record in the history of the Illinois Central System for on time arrivals of passenger trains was made during February, 1921. Of all the passenger trains operated over more than six thousand miles of lines, ninety-eight and one-half per cent arrived at their terminals on time. During the first ten days of March this record was increased to the arrival of ninety-nine per cent of all passenger trains on time. The management recently announced with pride that the 1920 record of passenger train performances ranged from 93.4 per cent in January and April to 97.3 per cent in October.

This is altogether a wonderful performance when we consider the size of the Illinois Central Railroad System. This road, including the Yazoo and Mississippi Valley Railroad, constitutes 2.66 per cent of the total mileage of class one railways in the country—class one railways being those whose revenues or expenses exceed one million dollars annually. During the year 1920 the Illinois Central System handled 3.88 per cent of the freight carried by all the railroads.

The net ton miles of freight—the number of tons carried one mile—on all the railways last year was four hundred forty-nine billion tons while the net ton miles handled over the Illinois Central amounted to over seventeen billion tons. The Illinois Central Railroad Company handled 2.52 per cent of the passenger traffic of the country during 1920. A comparison of efficiency record shows that the average train load in the 1920 freight traffic of all the railways was 1,443 tons, while on the Illinois Central System the average train load was 1,571 tons.

This is all a most remarkable record and we want to take this opportunity of congratulating the Illinois Central Railroad Company on its efficient performance and particularly upon the effort of its advertising campaign to humanize the transportation systems and to bring the Illinois Central System in closer touch with the people it serves. This effort should be productive of great good, both to the railroad and to the general public.—Sullivan (Ind.) Union, March 23, 1921.

The Test of Citizenship

One Man Holds That It Is the Cleaning Out of Inflammable Rubbish

MR. H. E. REYNOLDS, chairman of the local fire prevention committee at Bemidji, Minn., seeking to arouse the interest of the average property owner, sent out the following appeal under the heading "The Test of Citizenship":

Tell me what you do with your rubbish and I will tell you what sort of a citizen you are. If you dispose of all your old broken, worn-out furniture, old newspapers, oily rags, worn-out clothing, and all rubbish of every kind, you are a good citizen, but if you allow them to accumulate you are not only a bad citizen, but a menace to your neighbors.

What makes such things catch fire? It may be heat from the furnace, a spark, a cigarette, a candle, a plumber's torch, or perhaps they just catch fire from spon-

taneous combustion. You don't know what that is? It is a fire that starts itself. Cotton waste, oily rags, moist hay and certain other things if left to themselves will grow hotter and hotter and finally burst into flame.

Recently a nice new church was destroyed. It had just been finished and on the afternoon before the day set for the first service some of the ladies of the congregation wiped the woodwork with oily cloths. When they had finished and were going home, one of them remarked that it was a pity to throw away those new dust-ers and accordingly they were put in a closet for safe-keeping. That night the church was totally destroyed by fire. The cloth in the closet had caught fire by spontaneous combustion. So remember that if

you don't burn your rubbish it may burn all by itself in the middle of the night.

Do you see that beautiful house across the way? Its lawn nicely clipped, flower beds well tended, its gravel paths nice and smooth, beautiful vines over the door—and yet that house is more dangerous to its neighbors than a German plane dropping bombs. I made an inspection there recently and this is what I found: In the cellar and under the piazza are barrels and boxes that were used when the family moved in, also excelsior that came around the new parlor clock, a few old broken chairs, tables, a disabled rocking horse, and boxes of papers and magazines. In the garret, a number of old straw hats, two or three old mattresses, a lot of old clothing, a trunk full of old letters and a lot of other stuff, and right now if you look you will see a pile of leaves near the steps of the side door. Even dead leaves sometimes take fire from spontaneous combustion. Do you wonder that every time I hear the fire alarm I think of that house? When it burns the whole block may burn with it if there is a strong wind, and the people will blame the fire department for not being more efficient.

Oh! you live next door, do you? Then I would suggest that you make a little call up on those people and tell them a few things about their duty to their neighbors. They might be interested to know that fires from spontaneous combustion alone cost more than ten million dollars last year. By the way, before calling on your neighbors, how about your own house? Is there rubbish in the cellar, garret, closets, wood shed or around the yard?

Always remember that a clean house never burns unless a dirty house sets fire to it, and by dirty I mean a house where all

kinds of silly junk is preserved. Also don't forget that accumulations of dirt and rubbish are frequently a source of disease. From every point of view they are wasteful, unsightly and dangerous and they tend to lower the moral standards of people who tolerate them.

Stand in front of your clock and watch the minute hand. Every time it passes a minute mark say to yourself another fire has broken out, somebody's home, some child is being terribly burned—then add: It could have been prevented. That is the way it goes minute by minute, hour by hour, all through the year. There are 1,440 minutes in the twenty-four hours and there are 1,500 fires each day. There will be 1,500 tomorrow and 1,500 the day after, and these have not yet occurred and would not if people would be careful.

It is not merely the number of fires. It is the damage they do. The government reports state: "The loss by fire is greater than the combined value of the production of all our gold mines, silver mines, copper mines and oil wells each year." That was bad enough, but the report went on to say that the same fire tax is greater than the value of all the land and improvements of any of the following states: Maine, West Virginia, North Carolina, North Dakota, South Dakota, Alabama, Louisiana or Montana. Like feeding one of these great states into a fire each year.

If the people would really take proper precautions we could save enough to build a Panama Canal each year. An average of 20,000 lives are lost in fires through carelessness.

Are you a good citizen? I think you are or will be.

Meritorious Service

CHICAGO TERMINAL

Conductor D. F. Maroney has been commended for discovering and reporting something dragging under car in extra 1664 north, passing Matteson, February 25. This action undoubtedly prevented possible accident.

Engine Foreman W. J. Wilsey has been

commended for action taken when he discovered N. Y. C. 257780, merchandise, with door open and three boxes on the ground. Boxes were placed back in the car and door nailed shut, thereby preventing possible claim.

Engineer C. W. Tarbell, has been commended for discovering and reporting I. C.

125087, extra 1590, February 27, loaded with cinders in empty coal car train listed out of Fordham Yard and carded as empty. Car was set out. This action prevented unnecessary handling of loaded equipment.

Chief Clerk H. C. Willeman has been commended for discovering and reporting fire under I. C. 91985, Wildwood Yard, March 8, thereby preventing possible property loss.

ILLINOIS DIVISION

Agent F. W. Dougan, Chebanse, has been commended for discovering and reporting lumber shifted on first car behind engine, extra 1751 north. Conductor of train was notified at Otto, and crew made load safe, thereby preventing possible accident.

Engineer P. H. Connerty, Burnside; Conductor W. W. Kenney, Fordham; Fireman F. S. Lyons, Burnside; Brakeman J. A. Carroll, Fordham, and Brakeman T. A. Yates, Fordham, have been commended for discovering C. C. C. & St. L. 53521, lumber handled in extra 1578 north, Monee, February 26, on fire, and prompt action taken in extinguishing fire, thereby preventing property loss.

Mr. Clarence Stull, Mattoon, Ill., has been commended for discovering and reporting broken flange on M. P. car 73226, loaded with coal for Chicago, extra 1811 north, January 1. Car was set out at Dorans for necessary repairs, thereby preventing possible accident.

Engine Foreman John Wulff, Kankakee, has been commended for discovering and reporting fire in car I. C. 38018, empty car, stored on Consumers Ice House track between East and Schuyler Ave. Necessary action was taken to extinguish fire, thereby preventing property loss.

Operator E. R. Burkhiser, Kankakee, Ill., has been commended for discovering and reporting fire under Sleeper Alesia, train No. 3. Necessary action was taken to have fire extinguished, thereby preventing property loss.

Operator Post, Otto, has been commended for discovering and reporting brake beam dragging under car in extra 1754

south, February 8. Necessary action was taken to have car examined for defective parts, thereby preventing possible accident.

ST. LOUIS DIVISION

Engineer W. H. Randle, Centralia, has been commended for discovering and reporting fire in coach standing in Du Quoin Yard, February 11. Necessary action was taken to prevent property loss.

Engine Foreman J. Posten, Engine 958, Herring has been commended for discovering and reporting I. C. car 116786, coal at Hafer No. 3 Mine, with broken wheel. Car was brought to yard and placed on the rip track for necessary repairs, thereby preventing possible accident.

Brakeman C. F. Schindler, Centralia, Ill., has been commended for discovery and reporting broken rail in south leg of wye, Herrin, Ill., January 26. Section Foreman was notified, and necessary repairs made, thereby preventing possible accident.

Engine Foreman Ray Mercer, Herring, Engine 987, has been commended for discovering derail that had been removed from Missouri Pacific short connection placed on main rail in a derailing position, and having same loaded and brought to Herrin Yard scrap pile.

TENNESSEE DIVISION

Conductor W. E. Coleman, Memphis, Tenn., has been commended for action taken while in charge of extra 1198 south, February 18, enabling operation of passenger trains over northward track from Hemming to Rialto with very little delay.

Fireman J. T. Muchison, Jackson, Tenn., has been commended for action taken at interlocking plant, Winford, Ky., January 29, in assisting in developing trouble.

Engineman O. C. Walker, Mounds, Ill., has been commended for action taken in developing cause of failure interlocking plant at Winford, while on 2-10, January 29.

Clerk W. W. Claypool, Fulton, Ky., has been commended for discovering and reporting brake beam dragging on car train 51, engine 1742, January 29. Prompt action undoubtedly prevented accident.

Sports

"The Burnside Basket-ball team played the Indiana Division Champions on their home floor at Palestine, Illinois, on Saturday evening, March 5th. The Burnside Team was defeated by a score of 26 to 10, but was a much better game than the score would indicate. It was a fast and clean

game from beginning to end and was well refereed.

Upon returning to Chicago the Burnside team played another game, on March 9th, with the First Regiment Team and won this game 35 to 12. Another game has been scheduled with this team closing the season."

They will let you watch them play without charging a fee,
 And they will beat any team agoing on the whole I. C.
 Take this as a challenge, we don't care at all,
 For the bigger they come the harder they fall.

INDIANA DIVISION

Palestine I. C. Team Wins

Saturday night, March 5th, a game was played between Palestine I. C. team and Chicago I. C. teams (basketball) for the championship of the northern division of the Illinois Central R. R.

When the game started it looked as if it would be a hard fought battle but the fast floor work of Bruner, Brock, and Slater soon made things look better for Palestine. The first quarter ended, seven to four, in favor of Palestine, Chicago making two field goals and Palestine three and one foul goal. Nash of Chicago was playing a good game

as guard and keeping Palestine from running up the score.

The score at the end of the first half was twelve to five in favor of Palestine. Chicago was beginning to weaken and Palestine scoring machine, Bruner, was just beginning to find himself.

The third quarter was rather slow, Palestine only making two field baskets and Chicago one field and three foul goals. The score for this being sixteen to ten with Palestine in the lead. Chicago never scored the last quarter because it seemed they could not get through Palestine's defense. Palestine, however, made six field baskets. The score at the end of the game being twenty-eight to ten with Chicago in the rear. Thus Palestine holds the championship of the northern divisions of the Illinois Central.

Palestine won a tournament held at Palestine about two weeks ago in which Evansville, Newton, Mattoon and Palestine participated. Palestine has lost one game this season and is going to Birmingham, Ala., to take the southern champs over.

News of the Divisions

ILLINOIS DIVISION

Division Offices, Champaign, Ill.

B. & B. Supervisor, J. J. Sekinger, has been busily engaged the past week in completing the new concrete pile trestles on the Gilman-Clinton Line.

Master Mechanic, V. U. Powell, visited Division offices last week.

Electrical Engineer, E. W. Jansen, paid the Division a visit recently.

Road Supervisor's Clerk, J. W. Bostian, is laying in quite a stock of fishing paraphernalia for the coming season. John is quite a lover of the finny tribe.

Supervisor of Signals, S. C. Hofmann, held another of his series of educational meetings at Gibson City, Ill., Sunday, March 13th and reports a very large attendance.

Travelling Time Inspectors, Chambers and LaChance, paid the Division a visit recently.

Material Clerk, J. J. Gorman, spends his week-ends in Philo quite regularly now, especially since a certain party's return to Chicago.

B. & B. Supervisor's Clerk, C. A. Brady, spent a few days visiting friends and relatives in "Egypt" during the month.

Road Supervisor, G. W. Shriver, spent the week-end with relatives in Gary, Indiana.

Champaign Shops

Mr. W. S. Moorehead, Assistant General Storekeeper, paid us a visit recently. Come again, Mr. Moorehead.

General Superintendent G. E. Patterson visited Division offices and shops in com-

pany with Superintendent Hevron during the last week.

G. J. Saathoff, Car Foreman, spent Tuesday, the 15th, at Odin and Tuscola looking after Company business.

C. W. Pierce, Chief Clerk to General Foreman Donnelly, spent Monday in Chicago on Company business.

Don Gates and wife spent Saturday shopping in Chicago.

Mrs. L. C. Moore, wife of Storekeeper L. C. Moore, and daughter have spent the past three weeks in the South visiting relatives.

Kankakee Freight House

General Superintendent G. E. Patterson and Division Superintendent J. W. Hevron visited Kankakee, March 16th.

Supervising Agent H. Kabbes, paid his usual visit to the Kankakee freight house, March 17th.

Agent J. M. Purtill made a trip over his territory on March 16th and reports everything in very nice shape.

Accountant George Ravens visited the "Windy City" recently.

Yardmaster E. Damon is taking a few days rest which he is spending at home.

A new up-to-date telephone switchboard carrying two trunk lines and seven stations has recently been installed in the Kankakee freight house. The new arrangement is a great improvement over the old system.

Kankakee and Bradley freight stations which have been consolidated for the past two years have now been separated and

Mr. E. O. Arrington installed as Agent at Bradley.

Mattoon Freight House

Freight House Foreman Fye was called to Franklin, Ind., account of the death of his sister.

Agent Dorsey, Chief Clerk Gorman and Cashier Welch attended the Illinois Division Agent's meeting in Champaign last month.

Mr. Sylvester Myron, Dining Car Inspector, was a welcome caller at Freight Office last week. Mr. Myron was formerly Claim Clerk on the Illinois Division.

Miss Sylvia Armstrong, Stenographer, spent March 5th and 6th with her brother in Terre Haute, Ind.

Miss Beatrice Moreau, O. S. & D. Clerk, Albert Rust, Bill Clerk, Charles Reece, Stowman and Kimmel Moreau were out-of-town visitors during the month.

T. F. & P. Agent Ray Wolfe has installed his office in the Mattoon freight office.

SOUTH WATER STREET STATION

Miss Isabel O'Connor, of the Claim Department, recently spent a few days in Memphis.

Mr. Bert Westfall and wife made a trip to Detroit recently.

We are glad to see Joe Spain back at his desk.

Messrs. Peter Dobleskey and Carl Sondergard spent Washington's birthday in St. Louis and report a very good time.

Miss Kate Pipp, formerly of Fordham, has again joined the In-Freight Department force.

Mr. John Kelly wishes to convey his sincere thanks to those who extended their sympathy to him in his recent bereavement in the death of his father.

BAGGAGE AND MAIL TRAFFIC DEPARTMENT

Mr. and Mrs. C. J. Carlson of Fredonia, New York, formerly employes of the Illinois Central Railroad, have been visiting friends and relatives at Chicago.

Saturday evening they were entertained at dinner by Miss Vesta A. Shoemith, after which they were taken to the home of Mr. and Mrs. Clauston where they were pleasantly surprised by a party given in their honor by Mr. D. L. Trotter who is a royal entertainer.

It is reported that Miss Florence Fugenschuh, who resigned from service in this department March 19th, was quietly married to Mr. L. H. Langdon, March 28th. They left immediately after the ceremony for Cleveland, Ohio, for a short visit, after which they will make their home at Indianapolis, Ind.

Mrs. Glen Buell, formerly an employe in this department, was a visitor Tuesday. We are always glad to see Mrs. Buell and hope she will call often.

Mr. Fred Laenhardt, chief mail clerk, is again able to take charge of the mail room at Central Station. He returned to duty after an extended leave of absence account ill health, March 16.

Miss Rose Litka, stenographer for the assistant chief clerk, general baggage office, has been transferred to position as accountant vice, Miss Fugenschuh resigned.

Mr. Ralph Spiro, formerly holding a position of tariff clerk, has now assumed the duties of a stenographer. We wish him success.

DINING CAR DEPARTMENT

Where was Moses when the light went out? Why ask such a foolish question—in the dark, of course, just as we were when something went wrong with the cables one dark afternoon a couple of weeks ago. George Koester and his flock, who room across the hall from us, bore the trial very patiently and without any known murmurings, which was indeed a surprise to all. They made the best of it and burned high-powered candles (the power was mostly in the smoke) and worked like troopers because they had to, on account of getting out their February reports. The rest of us took advantage of the situation by loafing a while and we talked of the grand old days of lamps and candles. Martin Carroll, who is quite a philosopher, said that if we only knew it, candle and lamp light was the best for our eyes. It may be so, Martin, but it would be pretty hard to wean us back to the old kerosene and tallow, after having tasted of this electric juice. After our work for the day was done, the lights were suddenly flashed on, and they have been burning ever since. (George likes lots of light).

There haven't been any new arrivals this month except Teddy Robinson, our three weeks old chief clerk, whom you were foretold about. He is doing fine, thank you. Ted of course, doesn't smoke, so any cigars he receives he passes on—he ought to have a host of friends gathered around him in a very short time. If the writer was in T. R.'s place, he would say, "No, thank you, I don't smoke, but I like Hershey's"; but then it's easier said than done. If there are any good results from this friendly, unsolicited exposure, I think that he ought to go fifty-fifty with the writer, don't you?

ST. LOUIS DIVISION

"Of what shall a man be proud, if he is not proud of his friends?"—Stevenson.

Traveling Auditor H. J. Park has been transferred from the Indiana Division to the St. Louis Division to take the place of Mr. C. H. Dorman who was transferred to New Orleans, La.

Accountant Milton Milligan was away from duty a few days recently on account of a vaccinated arm.

Chief Accountant L. F. Foley and Accountant H. E. Goetz attended regular meeting of accountants in Mr. Dartt's office recently.

A short while ago a very disastrous fire started at Kathleen Mine, Dowell, Ill., which is on St. Louis Division. It became necessary to seal the mine as that was the only means left whereby the fire might be extinguished. The efforts of rescuing parties were of no avail in getting the seven men out who were caught therein.

The clerks at Centralia recently gave a banquet and dance at Odd Fellows' Hall A very pleasant time was had.

The only child of Mr. and Mrs. R. A. Trammel died the latter part of February. Mr. Trammel is a clerk in Roadmaster Kern's office. We extend our sympathies to the family in this, their loss.

Accountant H. E. Goetz visited his parents in Grand Tower, the other day.

Miss Helen Foley, stenographer in the superintendent's office, spent over Sunday with friends in Chicago, not long since.

The St. Louis Division has recently installed a "Big Ben" in the superintendent's office, Carbondale, Ill. This is not a clock, as you might suppose, but a supervising agent, Mr. Ben F. Williams, who has been appointed to fill the vacancy of Mr. G. T. Starkweather, who resigned to take the agency at Dowell, Ill. Mr. Williams was freight agent at Carbondale for a number of years and comes to us as no stranger. He was supervising agent on the Iowa Division before coming to Carbondale.

Misses S. E. Patterson, Sarah and Teresa McLafferty of the superintendent's office, went to St. Louis, March 7th, to see the "Follies."

Mr. A. F. Blaess, engineer maintenance of way, was in Centralia March 7th on business.

Vice-President L. W. Baldwin was on this division March 8th.

Division staff meeting was held in Superintendent Atwill's office March 3d, with all division officers present.

Miss Helen Greif and her mother have moved to property on Normal avenue, they vacating the property purchased by Accountant E. B. J. Bush. Miss Greif is personal injury clerk in the superintendent's office.

Accountant O. H. Ahl was off duty a few days recently on account of sickness.

Miss Thelma Gilpin, stenographer in Master Mechanic Branton's office, Centralia, was visiting friends in Carbondale the other day. I think her visit was more particularly in the interest of ONE friend. That's right, Thelma, it's a rare person that does not have that experience at least once in a lifetime.

Division Storekeeper J. G. Warnecke was in the superintendent's office to see all his

acquaintances March 10th. Come again Mr. J. G., you will always find the latch string on the outside.

Vivian Hopper, employed in the Superintendent's office, is off with small pox. Vivian had a shot of vaccine not long ago, but it didn't hit the spot—tough luck, Vivian.

Acting General Superintendent G. E. Patterson and Superintendent Atwill were in East St. Louis March 9th.

R. E. Addington, record clerk, visited friends in Memphis over Sunday, March 13.

Engine 3664, one of the big engines for the Southern Pacific, handled over the I. C. to New Orleans, passed over St. Louis Division March 15th.

Vice-President C. M. Kittle was on this division March 14th.

Trainmaster J. D. White, East St. Louis has been taking a very much needed rest at Hot Springs, Ark. J. D. does not look so badly physically, but a rest was very essential to the welfare of his health.

St. Patrick's Day was appropriately observed on the St. Louis Division, everybody wore green, but the amusing thing about it is, that some people wear it all the time—none on this division, of course.

Master Mechanic J. W. Branton, Centralia, was in Carbondale, March 21st.

Vice-President A. C. Mann was in Centralia, March 22nd.

The Carbondale Legionaire post is getting up a strong base ball team, many of the men being from the I. C. Division office, and if any one wishes to get in touch with this organization would do well to address Harry E. Goetz, care I. C., Division Office, Carbondale, Ill.

"True happiness consists, not in a multitude of friends, but in their worth and choice."—Ben Johnson.

SPRINGFIELD DIVISION

Superintendent's Office, Clinton

At a meeting of Springfield Division employees held in Clinton, February 23rd, the matter of organizing a club for the purpose of promoting thrift and efficiency among employees of the division and to bring about greater harmony between its members was discussed.

At this time permission was asked of Superintendent C. W. Shaw for a larger meeting to be held in his office and at this second meeting the full attendance of forty heartily endorsed the proposition. At this gathering a suggestion was made that employees becoming members of the club might subscribe for, stock in the Illinois Central, adopting the plan outlined by the company in 1893, viz., the latter deducting amounts in multiple of five dollars until the share was paid for. This plan was also unanimously adopted.

Trainmaster W. A. Golz was elected president of the new association and Assistant Chief Dispatcher W. W. Huff as secretary. An executive committee was appointed consisting of Master Mechanic H. L. Needham, Roadmaster W. E. Russell, Supervising Agent F. W. Plate, Trainmaster M. Sheahan, General Yardmaster William Thomas, Agents, C. C. Baldwin and G. W. Morgan and Engineer Walter Hays.

At a regular meeting of shop employees, held in the Firemans Hall, Clinton on Friday, March 4th, President Golze, Secretary Hull and Master Mechanic Needham addressed about 150 men present in the interest of the club, outlining its plans of co-operation and dwelling on the possibilities of a number of "Get together meetings," picnics and outings for the future. Up to the present time, three hundred shares of stock have been subscribed for and the idea seems to be taking hold in an encouraging manner.

Special Agent Briggs of Freeport was a business visitor March 22.

M. McClelland made a business trip to Chicago, Saturday, March 19.

C. Gray visited in Springfield Saturday evening, March 19.

Several of the clerks from the superintendent's office attended "Sinbad" at Lincoln Square in Decatur, March 22.

Miss O. Draper visited with relatives in Chicago, Sunday, March 20.

The Springfield Division is continuing to receive complimentary letters from the shipping public commending the service being rendered.

Springfield Division employees regret very much to hear of the death of Colonel Anderson.

Chairman W. A. Golze of the Coal Conservation Committee held a meeting at Clinton on the night of March 2, at which time there were 125 employees present from the various departments. The interest displayed by each and everyone indicated a very healthy inspiration in the saving of coal.

The assignment of the 2-10-2 type engines has been filled on the Wisconsin Division and the Springfield Division assignment is now being made as fast as engines arrive from the locomotive works. Everyone having anything to do with the new engines, have very wisely pronounced them the last word in locomotive conveniences.

A. W. Tilly, pensioner, died on the morning of March 22, after an illness of several weeks. Mr. Tilly was car foreman at Clinton for a period of 15 or 16 years immediately prior to the time of his retirement.

Mrs. R. Warrick visited several days in Chicago recently.

The accounting department has changed the headquarters of Division Traveling Auditor F. C. Rich from Clinton to Decatur, Mr. Rich having moved his family to the latter named city, March 23.

Special Agent Lindsey was a business visitor in Clinton, Wednesday, March 23.

Road Department

Assistant Engineer Swartz and Instrumentmen Kraft and Apperson have returned from E. St. Louis where they spent several days on company business.

Signal Maintainer Robinson has returned to work at Farmersville after being off duty account of sickness.

Signal Maintainer Roberts and wife spent Sunday, March 13, in Greenup, Ill.

Signal Maintainer McNabb, Marine, has been off duty account of sickness.

Wm. Sylvester, clerk in supervisor's office, spent the week end in Springfield.

Harry Miller, clerk in roadmaster's office, spent Saturday, March 19, in Bloomington.

Instrumentmen Kelley, Richardson and Buntin are in Johnson City doing survey work.

B. & B. Supvr. Draper spent Monday in Vernon on company business.

Inspector J. P. Hanley of Mr. Knowles' office, spent Wednesday, March 23, in Clinton.

Section Foreman C. McKinney and family visited over Sunday, March 20, in Pana.

Misses Geraldine Reynolds, stenographer in roadmaster's office and Julia Coffey of the accounting department were callers in Bloomington, Tuesday, March 15th.

Mrs. W. J. Apperson and son W. J. Jr., wife and son of Instrumentman W. J. Apperson, will leave soon for an extended visit in Cotulla, Texas.

The Signal gang under Foreman M. D. Weld is installing crossing bells on the Indiana Division.

Supervisors E. Wood, J. O'Brien, Water Service Foreman Grimes and Section Foremen McKinney and Stewart attended the Railway Appliance Show in Chicago last week.

Miss Elizabeth O'Brien, clerk to Supervisor Pana, spent Easter Sunday with Mrs. J. P. Donegan, Clinton. She also visited friends in Wapella on that day.

Section Foreman Fred Johnson, Pana, Ill., returned recently from an extended business visit in Bay City, Mich. Mr. Johnson has a peanut farm in the vicinity of Bay City.

The price of hair cuts and shaves in Chicago is considerably out of line compared with the prices in Clinton. Ask Water Service Foreman Grimes and East Yard Foreman McKinney if this is not correct.

Roadmaster E. J. Boland and Track Supervisor D. Peters of the Wisconsin Division paid us a visit on March 22nd.

Among other callers at the roadmaster's office during the month of March was Mr. Edward Burns, the congenial "Gruber" conductor. His visit was rather short—for particulars see "Eddie".

Resident Engineer Grover C. Harris and party have been pretty busy during the month working up plans for Clinton's new yard.

Trainmaster's Office

Conductor W. G. Knowles and wife have returned from a several weeks' visit in Hot Springs. Mr. Knowles will return to work about April 1st.

J. B. Jones of Springfield, Illinois, formerly employed as passenger flagman on this division, visited with old railroad friends a few days ago. "Jep" left service to accept employment with the Jefferson Supply Company of Springfield, Illinois, but is now traveling for a large wholesale supply company with headquarters in St. Louis.

Miss Clara Hoyt, stenographer in trainmaster's office, who has been in Eldorado Springs, Missouri, for the past six months for benefit of her health, is improving and expects to be able to shortly return to her home.

Conductor J. C. Walraven has returned from New Mexico after spending several weeks with his mother, who has been there some time account ill health. "Click" says New Mexico is all right but he prefers Illinois.

Train Baggage W. C. McConnell and wife are visiting with their daughter in Chicago.

Fred Strain, switchman, has gone to Hot Springs, Arkansas, for several weeks.

Conductor C. M. Hays has been laying off worrying over his income tax. Rather hard on a single fellow. "C. M." says he will beat them next year by getting married.

Dispatcher's Office

J. A. Vallow resumed work, Thursday, March 24, after spending two weeks visiting New Orleans, Corpus Christi, San Antonio and other points in the south.

Dispatcher R. R. Hollis is now on leave of absence due to having his tonsils removed in the hospital at Clinton.

W. H. Rooker has accepted the agency at New Holland and will be checked in Monday, March 28th.

W. T. Swindle is taking short leave of absence beginning Tuesday, March 29th.

R. F. Deveney resumed work on 3rd trick Kenney, Wednesday, March 16th, after hav-

ing been on leave of absence for the past two months, account sickness.

E. H. Smith, first trick operator at Decatur, resumed his duties after spending a month in California.

A. Meliza, second track operator at Decatur, resumed work March 1st after spending thirty days in Florida.

A. J. Anderson, third trick operator at Decatur, resumed his duties March 22nd after spending three weeks visiting relatives in Florida.

R. W. Kinnison, agent at Barclay, is on short leave of absence moving his family from Altamont to Barclay.

O. E. Donaldson has accepted the position as agent at Beason and checked in at that station about March 30th.

Operator Frazier of Assumption was a Clinton visitor March 24.

Freight Office, Clinton, Illinois

Mrs. C. W. Donaldson spent several days visiting in Springfield.

Mrs. Josephine Thomas, bill clerk, visited the week end with her parents in Oconee.

F. C. Clark, cashier, together with his wife and son, Cyrus, visited relatives in Lake City, Illinois.

E. R. Evey, made a business trip to Decatur, Monday, in the interest of perishable freight inspection.

Mr. and Mrs. Fred Freeman were called to Bethany on account of the serious illness of a relative.

Springfield Station

W. F. Peine, operator at the ticket office, spent Sunday, February 27th, with his brother-in-law, Bert Constant of Dawson.

J. H. Lord, district passenger agent, spent one day in Delavan on business.

O. W. Farnham, from assistant comptroller's office, called at the freight office gathering statistics relative to advantages of Chicago-Rockford plan of billing which was put into effect in April, 1918.

J. R. Mann, division claim agent, with headquarters at Clinton, was a caller at this station March 15th.

Miss Alice Cheek, clerk in supervisor's office, spent March 12th in Clinton visiting friends.

C. P. Colvin, extra crossing flagman, was injured March 2nd when he fell downstairs from flag shanty at 9th and Madison St. He is rapidly improving and expects to be back to work soon.

Dan Hardy, veteran crossing flagman at 5th and Madison St., has been transferred to 19th and Capitol Ave., where crossing flagmen have been placed. He has been succeeded by John "Dad" Stevens, former freight handler in warehouse.

Carl Atteberry, car inspector at Springfield, and family spent Sunday, March 27th, with his mother at Petersburg.

F. Russel, division electrical foreman, with headquarters at Champaign, was in the city, March 16th, placing some additional lighting equipment in the freight warehouse.

Alfred Williams, clerk in the freight office, was very fortunate in winning a fifty-dollar Liberty bond which was given away at the automobile show held at the State Arsenal, March 10, 11 and 12. He held the 13th lucky number and therefore was the recipient of the bond. The bond was donated by the Continental Automobile Insurance Association.

Mrs. Minnie Barnick and Mrs. Luck from Petersburg, visited with Warehouse Foreman and Mrs. Otto Franz, March 13 and 14.

W. P. Kromphardt, commercial agent, Erie R. R., with headquarters at Peoria, called at the local freight office March 17.

John O'Dea, ticket clerk, and family spent Sunday, March 20th, with relatives at Lincoln.

Illinois Central Engine No. 2924 was on display at this station March 16th and was viewed by many citizens and business men of this city. Following is the write-up given by The Illinois State Journal, published at Springfield:

"More than five thousand people visited the Union Station yesterday while the huge freight locomotive displayed by the Illinois Central railroad was on exhibition. Supt. Shaw of Clinton and other road officials accompanied the engine to Springfield on its maiden trip.

"Enginemen and officials when the mammoth engine demonstrated the working parts and control apparatus to as many as could crowd into the huge cab at a time, during the entire time the locomotive stood on the tracks of the stations. Members of Rotary, city officials and laymen crowded about the great machine and water compartments of the tender to see that no part missed their vision.

"During the noon hour the school students flocked to the station to see the greatest single unit engine used for heavy traffic in this day.

"One of the most interesting features of the great power producer is the stokers. Coal is automatically fed into the firebox and evenly distributed over the fire area by air pressure. As the great lumps are taken from the coal box through a bin in the bottom they are carried by a conveyor shaft under the cab of the locomotive. The feed pipe to the stoker comes up through the floor into the cab, where two lump crushers are located. This breaks the chunks up into pieces the size of an egg and air pres-

sure forces the fuel into the fire box. The pressure stokers are located on each side of the door to the firebox, which is not opened when coal is being fed unless the operators desire to watch the operation.

"The engine was built at Lima Locomotive works, Ohio. The mechanical stoker is known as the Duplex and was built by the Locomotive Stoker Company, Pittsburg, Pa. There are one hundred engines of this class all equipped with Duplex stokers now under construction for I. C. There are over three thousand locomotives in the United States equipped with this type of mechanical stoker.

"The I. C. officers accompanying the engine from Clinton were: Supt. C. W. Shaw, Trainmaster F. Walker, Master Mechanic H. E. Needham, Roadmaster Russell, R. F. of E. C. L. Zaneis, Road Foreman of Engines Ryan of Paducah, A. N. Willsie of Chicago, District Engineer of Western Territory and the stoker representative, J. B. Ball, in charge of Duplex. Mr. Willsie gave talks to visitors and assisted in the demonstration of the Duplex stoker."

Clinton Shops

John Hamilton and Lyle Fisher attended the basket ball tournament in Decatur, March 18th and 19th.

General Foreman F. J. Holsinger and wife were called to Freeport to attend the funeral of a relative at that place.

Mrs. C. C. Carroll, wife of Erecting Shop Foreman transacted business in Springfield last week.

Chief Clerk Britton and Accountant Sterling made a business trip to Centralia last week.

Round House Clerk Fount C. Crawford expects to make a trip to Chicago within the next few days on business and sight seeing.

Special Apprentice Luecke has returned to his duties at the shops after being called to Freeport account of the death of his mother.

Hostler Lee Brown and son, Herman, have gone to Branton, Missouri, to look over their farm, and get ready for the spring work.

Chester Russell will spend a few days in Mitchell, S. D., visiting in the near future.

Geo. Crang is giving his Oldsmobile the spring overhauling preparatory to the spring rush of business.

Welby Andrews has returned from Indianapolis where he was called on business.

INDIANA DIVISION

Superintendent's Office

The death of Col. H. L. Anderson, editor of our Magazine, in the Illinois Central Hos-

pital March 16th, comes as a sad surprise. Mr. Anderson and wife visited in Mattoon just a few weeks ago, at which time he seemed to be feeling fine, and his visit was thoroughly enjoyed by those who were fortunate enough to meet him during his short stay here, and who now wish to extend sympathy to Mrs. Anderson in her sorrow.

Word received from Miss Reams, who is in Los Angeles, is to the effect that she will be starting homeward shortly, all ready for work. Will be glad to see you, Essie.

Superintendent Roth was called to Silver Creek, Neb., during March by the death of his brother.

Mrs. Laverne Mitchell and Miss Lucille Yount spent a Sunday recently in Decatur, Ill.

Wonder if Harry S. has found out yet who Local 44 is in Chicago?

We second the motion to commend the night ticket agent at Mattoon for the delightfully courteous manner he has of handling the public.

On a recent trip of General Superintendent Patterson over the division, we were glad to see Howard Skelton as Mr. Patterson's secretary. Howard worked "right amongst us" several years ago, and we're glad to see him advance.

After closely scrutinizing the "strange lady" in our midst a few days ago, found out after all it was our own tonnage clerk, with a very badly inflamed cheek, which made her sort of one-sided, until that tooth started to behave.

Train Master's Office

Peoria & Mattoon Districts

Conductor M. Odea and family have returned from an extended visit in Florida.

Conductor S. A. Taylor and wife have returned from a visit with friends and relatives in Houston, Tex.

Engine Foreman E. R. Ramsey and wife have returned from a trip to Tampa, Fla., and other southern points.

Brakeman A. Guess and wife are now home from an extended visit with relatives in St. Petersburg, Fla.

Brakeman T. H. McGinnis and wife have returned from a visit in Tanneyville, Mo.

Brakeman J. E. Howard, who sustained injury at Lincoln, January 27, 1921, is getting along as well as could be expected, and we hope to have him with us again soon.

Switchman Donald Quiett, who recently submitted to an operation for appendicitis, has reported for duty.

General Yard Master Haettinger, who was off duty several days account illness, has reported for duty. He was relieved by G. A. Cunningham.

Yard Clerk Glen Foote, who has been on an extended leave of absence, which he spent in California, is again checking cars.

While Glen had a wonderful trip, he is glad to be with his old friends again.

Can any one tell us why Brakeman Gustafson was so peeved when the work train completed their work at Grayville?

Yard Clerk R. A. Ver Wayne, of Evansville, Ind., spend Sunday in Morganfield, Ky. This being the second trip during the past month, we are wondering what the attraction is.

S. G. Melchior, yard clerk, Evansville, Ind., has gone to Chicago for treatment. Here is hoping to see you back again soon.

Switchman W. F. Rousey and wife have returned from a trip to Florida and Cuba.

Yard Clerk C. E. Nees, Mattoon, Ill., is off account illness.

Engine Foreman Bartlett, Mattoon, has disposed of his motorcycle. Says he is going to buy a "Ford."

Yard Clerk Robert Davis is confined to his home account illness.

Berna Banta, who has been off duty account sickness, is back on the job—Nos. 297 and 298.

Cards received from Mr. and Mrs. Akers, Jacksonville, Fla., by Agent Olney. They report having a fine time and expect to visit several other southern cities before returning home.

Train Master's Office

Indianapolis-Effingham District

Mr. R. B. Smith, agent at Palestine, is touring the southern region, and Operator C. D. Stucker of Palestine is filling the vacancy.

Conductors J. W. Young and C. H. Webster and wives are spending the month of March in the Sunny South.

Conductors Burge and Algers are the proud possessors of "Tin Lizzies."

Operator C. D. Stucker of Palestine was confined in the Robinson Hospital the latter part of February with blood poisoning.

Indianapolis Switchman A. G. Welk, who underwent an operation in I. C. Hospital, Chicago, recently, has returned home and paid the yards a visit. We are glad to see him back.

W. H. Hickson, Indianapolis switchman, called to Benton, Ill., account sickness.

C. C. Sellers, Indianapolis switchman, and family are spending a few days in southern part of Indiana with his people.

C. E. Burnett has returned from a visit to Florida and southern points. He says there are some fine looking girls down on the beach, and altogether he enjoyed his visit.

W. G. Arn, assistant engineer, maintenance of way, and L. H. Bond, district engineer, Northern lines, were over our district Saturday, the 19th.

The fuel cars, in charge of Messrs. Dodge and Lindrew, were in Indianapolis on Monday, the 21st.

Mattoon Shops

J. M. Rossiter, engineer on Mattoon district, is spending a few days in Miami, Fla., sightseeing.

G. W. Leach, coach cleaner at Mattoon shops, has returned from a visit to Clara Water, Fla., seeing the sights and visiting his sister. George reports the same good time as usual—"No place like Florida."

Miss Alice Titus, stenographer in Storekeeper's office at Mattoon, resigned March 15th.

Ralph Rhue has accepted position in office of division storekeeper at Mattoon, Ill., as stenographer.

H. Roetker, machinist apprentice, has just returned from a two weeks' visit in Brownsville, Texas, and states that the "Spicks" are plentiful. There is a snake farm at this location but we don't say that Raetker "was seeing snakes."

K. Robinson, boiler maker at Mattoon shops, has a new Ford. The question arises "Why didn't Kelly get a red one as his first intentions were?"

Palestine Shops

We would like to know why our night foreman is making such regular trips to Oaktown, Ind.—if it were later in the season, we

would not wonder as he tells us they have a fine bathing beach there.

Chas. Roby and wife have returned from a visit with friends and relatives at Joliet, Ill.

Agent's Office—Indianapolis, Ind.

Last week might have been termed as "Welcome Home Week," as the office was visited by John Foley and C. C. Thompson of Chicago, and H. O. (Slim) Williams, of Ft. Wayne, all former employes of the local office. Come often, boys!

Now that there are so many burglars hanging around the city, it seems it would be good policy for everybody to make it a practice to bring in the family washing before dark. This is advice of Miss Pollock.

E. J. Schmoll, visited the accounting department in Chicago last week.

Mr. Hoeksema and Mr. Smith, from J. F. Porterfield's office, who have been here working on terminal operations, left last week. Come again, "Mutt and Jeff."

The new fruit shed, now under construction, adds greatly to the looks of our facilities at South Street and should bring to our lines much more perishable business than heretofore. Joe, it's up to you.

Major Arn and staff inspected the terminal the 18th, and the major renewed his good standing with his old associates here.

MAY WE SEND YOU THIS CIRCULAR?



TIVOLI THEATRE First Mortgage Bonds

Are you interested in a Safe Investment? The wonderful Tivoli Theatre is the security given for an unusually attractive Bond issue. It has all the Safeguards so necessary for a worry-proof investment. Valuation of land, building and equipment more than double bond issue—an extraordinarily large earning power. Ideal location assuring liberal patronage. Sinking fund for Serial payment of Interest and Bonds.

Denominations \$1000—\$500—\$100

Also on a Partial Payment Plan. 10% down, 10% monthly, with 6% while you save.

Ask for the Tivoli Investment Circular No. C-4.

(89)

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H. O. STONE & CO. COUPON C-4.

111 W. Washington Street, Chicago.

Send me the Tivoli Theatre circular. It is understood there is no obligation to me.

Name

Address

Town

(89)

Geo. H. Comstock, there is one sure cure for tobacco chewers—pull all your teeth at one setting. Geo. has been on soup for three weeks and has no desire for a “chew.”

Agent's Office—Bloomington, Ind.

Train Master E. N. Vane spent today in this city going over situations concerning several proposed new industries here.

Mr. Warren Eller, clerk in our local freight office, spent Sunday, March 6th, visiting friends in Decatur, Ill.

Miss Maggie Lanum, claim clerk in our local freight office, spent last Sunday in Indianapolis, Ind., visiting friends.

Business here is good. We have been too busy to visit around very much, hence we haven't many items this time. Hope to do better next time.

KENTUCKY DIVISION

On Tuesday March 15th a small cyclone, accompanied by a severe hail storm, swept over the southwestern part of Kentucky causing considerable damage to our property located in McCracken and Marshall counties. At Paducah the storm seems to have reached its greatest intensity. Trees were uprooted, houses were unroofed and large plate-glass windows were broken. The hailstones at this point were about as large as hen eggs. About 850 window lights were broken at Paducah Roundhouse, Paducah Shops, the Freight station and other buildings. At Calvert City several window lights were broken in the depot and the home of Lawson Davis, Piledriver Engineer, was destroyed. Mr. Davis was recently married and had purchased a complete outfit of new furniture, which was destroyed with his home.

Supervisor Josh Pruitt was off sick for a few days during the first week of March.

Telephone Operator Mabel Hoover who was ill at her home at Scottsburg during the first part of the month has now returned to work.

Assistant Engineer Carney was in Princeton March 2nd and March 24th.

Supervisor of Bridges and Buildings W. C. Waggener, Supervisor of Signals T. L. Davis, Water Supply Foreman J. P. Price, Waterworks Repairmen J. S. Stinebaugh and O. R. Smith, Motorcar Repairman Wilson

Phillips and James Gaines and Section Foreman Lee Wheatley attended the National Railway Appliance Exhibit at Chicago, March 15th and 16th.

Trainmaster T. A. Downs and Mrs. Downs have returned from California.

Assistant Chief Dispatcher J. H. Eaker and Mrs. Eaker have returned from vacation trip to several Western states.

Miss Sudie Cash, Trainmaster's Clerk at Princeton, did considerable shopping in Hopkinsville, Saturday March 5th.

Superintendent Hill was at Paducah March 8th and March 17th.

Chief Accountant R. D. Miller and Accountant S. B. Miller attended meeting in Memphis March 24th.

Superintendent Hill inspected Paducah terminals March 22nd.

Mrs. Lulu Simpson, “Mother” of the pile-driver crew is in Munfordsville this week attending reunion of the Buckner family at “Glen Lily,” the family estate. Mrs. Simpson is a second cousin of Gen. Simon Bolivar Buckner of Civil war fame and is closely related to Mrs. Morris Belkaap and several of the first families of Kentucky.

Donald Duggér, son of Train Auditor J. H. Dugger, visited in Princeton Sunday, March 20th.

Chairman H. E. Brannon was called to Mont Eagle, Tennessee, this week as a witness in a lawsuit. As the time was very short, Chairman Brannon made the trip from Louisville to Mont Eagle in an airplane, which was piloted by an aviator friend from Memphis.

Miss Ruby Dearing, clerk to General Foreman McGuirk, was an Easter Sunday visitor in Louisville, March 27th.

Vice President A. C. Mann was in Louisville March 20th.

Mr. E. A. Courtney, chief clerk to Engineer Maintenance of Way Blaess, was on the Kentucky Division during the past week, the guest of Roadmaster Glynn.

Section Foreman John Storms of Vince Grove is in Denver, Colorado, on 90 days' leave of absence for his health.

Miss Mary Leitchfield, telephone operator at Louisville, will visit Yellowstone National Park this summer.

Miss Nonie Murphy, supervisor's clerk

High Grade Knife \$1.00

Introduction Offer—Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle will be mailed you for \$1.00 and this advertisement. For only 25c extra your name and address will be shown on knife. Size 3 1/4 inches long.



Easy Money \$75 to \$200 Monthly All or Spare Time

Railroad Employees: Your spare time can be turned into dollars with a little effort.

We Want a Sales Agent in Every Locality

to introduce transparent handle pocket knives and razors.

Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternity Order.

Also the member's full name and address on the other side. Blades, finest steel, handles handsome as pearl, clear as glass and unbreakable.

Every knife guaranteed to be perfect. Every Railroad employee will want

one as a mark of identification. We can also give permanent employment and exclusive control of territory to those who can give full time in taking orders from the general public. If you are earning less than \$1500.00 yearly, let us show you how to make more.

NOVELTY CUTLERY COMPANY, 333 BAR STREET, CANTON, OHIO

at Central City, was in Louisville shopping March 25th.

District Engineer Crugar and Roadmaster Glynn inspected facilities at Princeton, Paducah and Louisville March 24th.

Miss Sudie Cash, trainmaster's clerk at Princeton and Dispatcher C. E. Gaddie attended the performance of "Listen Lester" at Paducah, March 24th.

Chief Signal Inspector J. H. Buttridge, Signal Inspector Frank Partridge and Supervisor of Signals Davis, inspected the new signals between Princeton and Illsley March 25th.

General Superintendent Egan passed thru Louisville, March 21st, on his way to Ohio for a short vacation, returning thru Louisville March 25th.

Superintendent Hill was at Princeton March 9th, afterwards leaving for Hopkinsville on train 301.

Miss Sudie Cash, trainmaster's clerk, and Miss Lucy Howard, supervisor's clerk, Princeton, were in Hopkinsville March 18th.

Assistant Engineer Carney and Messrs. Heil and Rice of the engineering department, were in Princeton March 24th.

Instrumentman Brevard of the engineering department was in Princeton March 22nd.

Superintendent Hill and Roadmaster Glynn moved over the division on train 122 March 18th.

Local Freight Office, Twelfth and Rowan Streets, Louisville, Kentucky.

Mr. Martin Kilkenny has succeeded Mr. James M. Ballard as third trick Rate Clerk. Jimmie has returned to the bill desk.

Allen Bruckert after spending several months on the expense desk has returned to the bill desk to succeed "Kil" as first bill clerk.

Bill Gramig has signed to play with the expense desk. His batting average ranges between 275 and 300. He replaces Allen Bruckert who has entered the B. D. Association.

On account of his nerves being in a serious condition, Mr. Ernest Metz has been granted a leave of absence to recuperate. He has been under the doctor's care for several months.

Mr. Clifford Slider from across the pond is filling the vacancy temporarily until Mr. Metz returns.

Bill Bennett and Martin Berger enlarged the sick and indisposed list for a few days by annexing a slight case of the grip.

After Bill returned and checked off the sick list he announced that after March 16th, he would resign his position of file clerk to enter the tinning business.

Celestine A. Zeller has been appointed to fill the vacancy made by the resignation of



Set in Solid Gold **Set in Solid Gold**

Send Us Your Name and We'll Send You a Lachnite

DON'T send a penny. Just say: "Send me a Lachnite mounted in a solid gold ring on 10 day's free trial." We will mail it prepaid right to your home. When it comes merely \$4.75 with the postman and wear the ring for 10 full days. If you, or any of your friends can tell it from a diamond, send it back and we will return your deposit. But if you decide to buy it—send us \$2.50 a month until \$18.75 has been paid.

Write Today Send your name now. Tell us which of these solid gold rings you wish (ladies' or men's). Be sure to send your finger size.

Harold Lachman Co., 204 S. Peoria St., Dept. 4064, Chicago.

Guaranteed Standard Tires



Save One-Half

This is your opportunity to cut your tire costs. We ship only Standard Makes adjusted or demonstrating tires in excellent condition and good for 6,000 miles service. Tires that have won national reputation for high quality and long mileage. Shipped to you for inspection. These are not double tread or rebuilt tires.

Less Than 1-2 Price

Size	Tires	Size	Tires	Size	Tires
30x3	\$5.50	32x3 1/2	\$12.00	\$2.60	
30x3 1/2	6.50	1.70	33x4 1/2	12.25	2.70
32x3 1/2	8.00	1.90	34x4 1/2	12.50	2.90
31x4	8.25	2.20	35x4 1/2	12.60	3.00
32x4	9.00	2.30	36x4 1/2	12.75	3.50
33x4	10.25	2.40	35x5	12.85	3.40
34x4	10.50	2.50	37x5	12.95	3.70

Send Now—

State number and size of tires wanted, specify S. S. clincher, plain or non-skid. Send only \$2.00 deposit on each tire, balance C. O. D. subject to examination. EXTRA 10 per cent discount if you send cash with order. Send today and be a pleased customer.

PEOPLE'S TIRE COMPANY

2323 S. State Street, Dept. G, Chicago, Ill.

Bill Bennett. Zeller was formerly connected with the warehouse force.

This station has had a thorough Spring house cleaning in the last two weeks, as will be seen from the following list of visitors. Mr. W. P. Luttrell, inspector of demurrage and storage, specialized on the car service. Mr. E. F. Higgins and Mr. W. E. Hausan from Mr. Porterfield's office confined their checking to reconsigning cars. Messrs. Morrison and DeShara, traveling car agents, saw to it, that the yards were given a rigid cleaning. Mr. D. J. McIsaacs from Mr. East's office gave the car records his undivided attention. Mr. E. F. McPike, manager perishable freight service and Traveling Inspector Carney, saw that all cars of perishable were being given proper attention. Traveling Agent Smith contented himself with checking all cars of bananas.

Footsy Rose and Johnny Nick are preparing their huskies for the annual game of ball. Both are confident that they have the winners but the result will be known after Decoration Day.

LOUISIANA DIVISION

On Tuesday, March 8th, a Freight Service Meeting was held in the office of Superintendent.

Loretta has finally captured "Speck," the event taking place on March 3d. After a week's leave, she is now making the rest of the Car Record Clerks step lively.

Swimming! The time is here and a bunch of the girls possessing Mac Sennett Bathing Suits are planning a trip to Hammond this week. Will the girls from the Northern Lines come down for a dip at this time of the year?

Scott McAfee, O. E. Bell and H. G. Duckwitz are still with us.

Our friend, Joe Schneider, is wearing a button today bearing the inscription "Recognize the Republic of Ireland." Understand same was given him by his friend the Hon. Pat Hanrahan.

Since the Freight Service Meeting above mentioned, there have been several individual meetings held on the Louisiana Division as follows:

Yazoo City, Miss.—Present: Supt. Quigley, Supervising Agent McCloy, Trainmaster Campbell, Agent Murphy, office and warehouse force, including truckers.

Jackson, Miss.—Present: Supt. Quigley, Supervising Agent McCloy, Trainmaster Campbell, Agent Morgan, Yardmaster Hardin, chief clerk, O. S. & D. department clerks, entire warehouse force, including check clerks, delivery clerks, stowmen and truckers.

Brookhaven, Miss.—Present: Supt. Quigley, Supervising Agent McCloy, Agent Barton, chief clerk and entire warehouse force.

Miss Mattie Thornhill, one of the tonnage clerks, recently granted a sixty days' leave, was a visitor to our office recently. Says farm life is fine.

Traveling Engineers Harrell and Hoskins have been installed in their private office and seem to be enjoying same very much. Understand they made a tour of the other offices looking for furniture and decorations, so I think a special agent will have to be employed to look after the interests of the other offices.

Harry Campbell had quite an interesting experience several days ago while on No. 24, especially after the train arrived at Jackson. You should have him tell you all about it. He is some impersonator.

Note: Gladys Browder, car record clerk, is wearing TWO wonder-who-from rings today. Too bad that the rest of the girls cannot get even one. Will have to ask her how she does it.

Sorry to report that Miss Hettie McKnight of the store department is on the sick list, but here's hoping that she will soon be with us again.

At this time of the year berries usually come from south of here, but there is one that is often seen on South Broadway, and investigation developed that Summit, Miss., is the originating point.

Jackson, Miss., Jingles

"Treat 'Em Rough" was good, hot stuff

In the days when the Huns were battling,
But it's mighty poor dope, these days when
we hope

To avoid checking L C L "Rattling."

There is quite too much damage arising
from "Slam-mage,"

By men who, though active and agile,
Forget, in their hurry, the cost and the
worry,

Of claims paid on goods which are fragile.

You may be a brave man, but don't be a
"cave-man";

There is no special virtue in muscle.

Make use of your head in the "In" and
"Out" shed,

And combine care and thought while you
hustle.

By earnest attention to the points which we
mention,

You can save 'till the sum becomes great,
For none can deny, and no one will try,
That "It Pays To Be Careful with Freight."

Jackson

Congratulations are extended to our fellow employe, Charles S. Kramer, and to Miss Lillian Carmichael, a lovely young girl of Jackson, who were married March 20th, 1921. After a honeymoon trip to Memphis they returned and are now living at No. 214 Maple Street.

Cupid has been with us twice this month. Miss Alva Shannon of our office was married March 12, 1921, to Mr. Thomas Frank Dorman of this city. They, too, went to Memphis for a brief wedding trip, and we are glad to know that Mrs. Dorman remains in the service.

It is a pleasure to see Mrs. Gregory at her desk after what, at first, promised to be a serious illness.

Supervising Agent Robinson of the Tennessee Division was a welcome visitor here during March.

It pays To Be Careful with Freight.

The proper way to drive a nail is to hit it successive whacks with a hammer until the head is sent home. The same procedure must be adopted if an idea is to be riveted into the brain. It is not necessarily "Hammering" to continually, persistently and

everlastingly harp on the same tune, nor should it be considered "knocking" to remind those employees whose work is covered by this subject that they are not yet quite fully complying with instructions or that they are not securing one hundred per cent in results.

There is one truth so self-evident that it bears repetition: "It pays to be careful with freight." The dividends are large and they include a satisfied public, a decreased loss and damage account, an increased business and revenue, and the appreciation of the management of every effort put forth, and every good result obtained.

It is too much to expect that the millions of packages shipped every month over this railroad will reach their destinations without any loss or damage, but the losses and damage which do occur are still too many and too great, too wasteful, too utterly unnecessary.

If you were hauling your own personal property home from a factory, store or depot, the majority of you, perhaps unconsciously would give it much better care and attention to avoid loss and damage than you give to the average package in a merchandise car or warehouse. Take the subject to heart, put yourself in the place of the man who ships or receives goods and of the railroad which pays the claims, try to give everybody else the same sort of a deal you would give yourself. Be watchful, be rea-

Illinois \$5.75 Per Month

The 21-Jewel Bunn Special
made for Railroad Men

Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes *express prepaid* to your home. Examine it first. Only if pleased send \$5.75 as first payment. Wear the watch. If after ten days you decide to return it, we refund deposit immediately. If you buy, send only \$5.75 a month until \$57.50 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "send me the Bunn Special."

Do not enclose a penny. Don't delay. Write today.

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Mrs. D. S. Seibert and Daughter Jane Elizabeth With Pets.

sonable, be earnest in your efforts to protect the property entrusted to your care and the care of the company which employs you. Every instinct of common sense tells us that "It pays to be careful with freight."

Jane's mother who, like Jane, enjoys being among her pets. Mrs. Seibert is an experienced dairy woman, born and reared on the great Pennsylvania dairy. She knows all about the Art of Dairying and each year raises some beautiful Jersey heifers, none of which have sold for less than \$125.00 at the age of two years. She claims the state of Mississippi is an ideal spot to raise good Jersey cows. She attends to all matters about their beautiful suburban home, where she can always be found, while Mr. Seibert is at work in the accounting department of the I. C. R. R., where he has served for the last ten years. Mrs. Seibert, when questioned, as to their being successful, smiled and said, "Do you see our beautiful home and surroundings? Well, we have built three like this one and have managed to save a thousand dollars average yearly, for the last ten years. If you ask me how it was done, I will answer you by saying, being saving and attending to business. Others can do what we have done, if they will get busy."

TENNESSEE DIVISION

Ten Exceptions for Thirty Days

1. Don't fool yourself—April is "NO EXCEPTION MONTH."

2. Acceptions govern Exceptions, and Exceptions govern deliveries.

3. You will help decide—Will there be showers of Exceptions in April?

4. There is nothing SHORT about the office that has NO EXCEPTION this month, but the one that does is in BAD ORDER.

5. O. S. & D.—Oil, Sugar and Dynamite.

6. Exceptions noted prevent noted exceptions.

7. Make the "NO EXCEPTION MONTH" an Exception of a month.

8. "Save Stationery"—Exception. Report Blanks are stationery too.

9. The NO EXCEPTION PERIOD includes car loads and personal injuries.

10. "All to-gether, boys," Let's make the Exception Reports Obsolete forms.

Milan, Tenn.

G. H. Dickey, Chief Clerk.

"NO EXCEPTION MONTH."

April, 1921.

Check, Stow, Handle, Bill, Deliver Freight Properly.

Transportation Department

Mr. and Mrs. L. B. Ryan spent Sunday in Martin with relatives recently.

Account serious illness, Mr. R. E. Pickering was called to the bedside of his brother-in-law, Rev. W. G. Eldred, of Eminence, Ky., last week. However, we are glad to report that Rev. Eldred is improving at present writing.

Mrs. W. R. Hales, Clerk Supt.'s Office, visited relatives in Memphis last week end.

Chief Linton went to St. Louis last week end, must have had an awfully good time, as we didn't see him until Tuesday morning.

Mr. T. C. Kierman, Traveling Freight and Passenger Agent, I. C. R. R., was in Dyersburg March 4th.

Mr. H. O. Cole and wife visited relatives in Greenfield, Tenn., Sunday.

Mr. R. D. Benidict spent Sunday in Clinton.

Conductor A. L. Robertson was active in securing routing orders on several car loads of gravel for Illinois Central.

Mr. J. F. Williams, Yark Clerk, Jackson, spent last week in Fulton, working in Yard Office that point.

Mr. C. H. Glisson, Freight Train Performance Clerk, visited his mother in Polk, Tenn., Sunday.

Conductors W. S. Hutchinson and W. D. Ray secured a great many routing orders for cars the past month.

During Solicitation Drive, period ending March 20th, through efforts of employees, Tennessee Division has been able to secure 19 car load routing orders, 64 LCL routing orders, through personal solicitation, personal requests, cards and etc., it has been able to secure 385 car loads freight and 22 LCL freight. This is by far the best of any division on the Southern Lines.

Mr. W. P. Luttrell, Inspector Demurrage and Storage, from Chicago, was in these parts the first of the month.

Claim Agent Seaboard Air Line, Mr. D. W. Anderson, was a visitor in Dyersburg on the 1st.

Mr. Joe Hillman, Accountant, spent the 24th in Memphis.

Messrs. W. T. Page, Traveling Freight Agent, Grand Trunk, and Mr. S. L. Peeples, Claim Agent C of Ga. were in Dyersburg not long since.

Supervising Agent Robinson and Trainmaster Williams held Loss and Damage meeting at Dyersburg March 24th, reporting a very interesting meeting. Mr. E. H. Brown, District Freight Agent, Penn. Ry., was a visitor in Dyersburg March 17th. This was Mr. Brown's first visit to us, but we hope it will not be the last.

Road Department

Assistant Roadmaster Woodson went through the entire month of February with-

out having a single head of stock struck on the Birmingham District, which is very commendable; and we hope he will continue this good record, and that other Supervisors will follow his example, as we are going to make the Tennessee Division 100 per cent.

The Road Department Safety Committee, composed of Messrs. Holt, Purcell, Crocker, Jackson, Moorhead, Cox, Hubbard and Kemp, met in the Roadmaster's office at Fulton on March 11th, and brought out and discussed, and submitted recommendations for the elimination of several hazardous conditions and practices, in an endeavor to bring the personal injuries down to a minimum.

Mrs. L. Castleberry, Stenographer, spent Sunday in Memphis, March 6th. Mr. Elvis Campbell, Clerk Supervisor, spent a few days in Bowling Green, Ky., not long since.

Rufas Kemp, Jr., Stenographer to Road Master, took unto himself a bride. The young lady was Miss Sadie Ree Grogg, the charming daughter of Rev. and Mrs. P. M. Grogg of St. Marys, Mo. The young couple have the hearty good wishes of the entire office for their future.

Mechanical Department

Messrs. C. M. Starks and S. R. Mauldin spent March 2nd in Jackson.

Miss Katie Patterson, Stenographer in Mr. Grimes' office, was in Corinth February 20th, on Company business.

Mrs. Jas. O'Connor, clerk in Train Master Ellington's Office, is back at work after being on the sick list for a few days.

Messrs. F. B. Barclay, L. Grimes and C. H. Smallwood spent last week riding engines on the C of Ga., and A. C. L. Roads.

Miss Katie Patterson, Stenographer in the Master Mechanic's Office, spent the week end in Memphis, Tenn.

General Foreman Huddleston spent a day in Memphis on business.

The Round House and Freight House boys are getting their ball players together and have already started practice.

Chief Caller M. C. Bugg has been off a day or two account of sickness.

MEMPHIS TERMINAL

B. M. Wilsom (Mr. Red), clerk in General Foreman Arnold's office, is rapidly recovering at St. Joseph's Hospital after a serious attack of pneumonia. It is said he likes movie magazines and flowers, when a certain fair one brings them.

A certain M. C. B. clerk has become quite a "Kodak Hound" since Santa Claus delivered one to "Miss Sophie." How about it, Harry?

Clarksville is said to be the home of Clerk Broome, but then there is a nice little town seven miles up the road called St. Bethlehem.

Fellow workmen of Mr. T. F. Morton, carpenter at Nonconnah Shops, who died March 18th after a long illness, wish to extend their sincere sympathy to the family of the deceased. Mr. Morton had been in service since February, 1898.

Jack Stokes, who has been in Chicago for the past few months is again on the old job of storekeeper in the Store Department.

Rheumatism

A Remarkable Home Treatment Given by One Who Had It

In the year of 1893 I was attacked by Muscular and Sub-Acute Rheumatism. I suffered as only those who are thus afflicted know for over three years. I tried remedy after remedy, but such relief as I obtained was only temporary. Finally, I found a treatment that cured me completely and such a pitiful condition has never returned. I have given it to a number who were terribly afflicted, even bed-ridden, some of them seventy to eighty years old, and the results were the same as in my own case.

I want every sufferer from any form of muscular and sub-acute (swelling at the joints) rheumatism, to try the great value of my improved "Home Treatment" for its remarkable healing power. Don't send a cent; simply mail your name and address, and I will send it free to try. After you have used it, and it has proven itself to be that long-looked for means of getting rid of such forms of rheumatism, you may send the price of it, One Dollar, but understand I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer, when relief is thus offered you free. Don't delay. Write today.

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(4)

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We wish to extend our sympathy to Miss Hazel McDonald, of the Store Department, who has been absent for a few days on account of the death of her sister, Mrs. C. K. Townsend. Also to Mr. J. P. Flynn, stationary engineer, whose daughter, Mrs. Usick, died at the hospital last week.

Thomas Foggo, tool room apprentice, is back on duty after a short illness.

Machinist Archie Jackson and wife have recently welcomed a junior machinist at their home. He tipped the scales at eight pounds, and Archie is certainly wearing the bright smile.

Louis Bogadany, machinist in the Fitting Department, has returned from a visit to Susquehanna, Pa., and New York.

James French, air man in the Memphis round house, and Miss Margaret Foster were married the first of the month. Some one must have tipped Red off that prices were coming down.

A. F. Jones, foreman of the blacksmith shop, has returned to service after a few days' illness.

Machinist John Scanlon, of the Fitting Room, has returned from Galion, Ohio, where he was called by the death of his brother-in-law.

Mrs. Harriet Giddons, of Knoxville, died February 1, 1921, while visiting her son, Mr. William Giddons, of the Blacksmith Department. Mrs. Giddons who was in her 85th year, had been an invalid some time.

E. A. Rogers, clerk to General Foreman W. F. Lauer, has been transferred to the Car Department Office, at Nonconna. He was succeeded by H. D. Glasgow from the Store Department. Guy Hudson is now filling the place vacated by Mr. Glasgow.

Cotton Belt Engine No. 510 which has been in the shop for general repairs, was completed last week and will soon be in service.

E. A. Rowe, airman, has returned from a visit to Burnside, Ky.

B. J. Feeney, traveling engineer, of the Memphis Terminal, has returned from Chicago, where on March 14th he was elected president of the Executive Committee of Consolidated Railroad Conventions. Mr. Feeney who was connected with the Fuel Department of the Federal Government during the war, did splendid work, and is now giving close attention to his present line of work. You know you cannot keep a good man down. We wonder if this committee ever discusses "Fuel Conservation."

MEMPHIS DIVISION

Through the efforts of Division Superintendent V. V. Boatner and his secretary, Miss Julia Gaven, \$1,000 was raised by subscription from Division officers and employes for the benefit of the starving children of Europe; the amount being forwarded to the campaign fund of the Literary Digest on January 22nd, 1921.

Joe Weir, former file clerk, in Division Superintendent Boatner's office at Memphis, is visiting relatives in Memphis. Mr. Weir is now holding a similar position in the general manager's office in Chicago.

Mr. J. S. Reedy, Inspector of Stations and Transfers, is in Memphis on a short business trip. Mr. Reedy was formerly division claim clerk on the Memphis Division.

F. W. Winnefeld, assistant supervisor of fire protection, with headquarters in Chicago, is in Memphis on an inspection trip. Mr. Winnefeld was formerly assistant accountant at Memphis.

Accountant D. C. Clark and wife spent a week in Charleston, Miss., Sunday.

Mr. J. L. Downs, roadmaster of the Illinois division, is visiting friends in Memphis. Mr. Downs was for a number of years roadmaster of the Memphis division and is well known throughout this section of the country.

J. H. Wiley, assistant chief accountant, purchased a new Ford Sedan, including extra equipment accessories—Life, Liability, and Accident Insurance. While Mr. Wiley is very much pleased with his purchase, it seems that he has very little confidence in "Henry's" future conduct, or his ability as a pilot.

C. H. Miller is back with us after having served about two years in the navy.

Division Superintendent V. V. Boatner held an efficiency meeting in his private office last week, and it was very evident from the en-

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thusiasm shown by all who attended that the meeting was very beneficial as well as instructive, and that such meetings will, without question, arouse competition among employees, resulting in a noticeable improvement in the various departments.

General Manager A. E. Clift accompanied by his efficient staff paid the Memphis Division and Memphis Terminal a visit several days ago.

The Memphis Division Safety Committee convened February 22nd, pursuant to call of Mr. V. V. Boatner, superintendent. Sixty representatives present, enthusiasm 100 per cent.

The train and engine crews on Memphis Division are after the blue ribbon for efficiency and Safety First results. Other divisions take notice and look well to your laurels.

Colonel A. H. Egan, our affable and efficient general superintendent, inspected Memphis division and spent some time in Baton Rouge, week February 22nd. Mr. Carmichael our passenger agent, also made a trip over the Memphis division recently.

Conductors A. D. Edwards and C. B. Thomas, two of our eligible and popular bachelor conductors returned from a pleasant sojourn in Cuba. They state Cuba is a grand and interesting island. Reports indicate they were interested in the blushing señoritas along the Prado as well as the race track and other amusements. American Beauties in the superintendent's office take due notice.

Our Timekeeper, D. H. Pope has many callers on the masculine persuasion. Is it our poe or the beauty show.

J. W. McNair, live wire politician and our agent of Clarksdale, Miss., attended the Safety First Meeting. He is a live railroad man from a live town. Mr. W. McLaurin, popular and efficient agent at Helena, Ark., also attended Safety Meeting and attended the novice pilgrimage over the "Hot Sands" of Al Chymia Temple.

Safety First live issue Memphis Division 1921. We expect great results. Get your mind on your business we must win out. Mr. V. V. Boatner our capable and energetic superintendent made a trip over the division recently, needless to say he saw the 100 per cent you made also the ones who failed to mark up to the ideal "I. C." standard.

Our genial and efficient trainmasters Messrs. Rea and McKay circulating among the boys distributing the "pep" and looking things over.

Mr. Baldwin, vice-president and party paid Memphis Division an official visit third week in February. The boys are hitting the ball and always ready for the "once over."

Conductor T. A. Pomeroy one of our popular freight conductors became a benedict a few weeks ago. The blushing bride being a Miss Thomas of Memphis. Luck to you Tommie.



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We understand Cupid is busy with his darts around Grand Central Station Third Floor. By the way Paree and Kentucky have nothing on that bunch of roses, Agent Edwards, the Y. & M. V. hustler at Tutwiler visited in Memphis on the 22nd.

Conductor W. A. Wylie popular passenger conductor has been in Chicago at I. C. hospital account injured arm.

The expensive construction work at Yalobusha River near Greenwood, Miss., is nearing completion. Understand our Beau Brummel Enginemen and Trainmen on these assignments wish they could stay longer. Greenwood



No craving for tobacco in any form after you begin taking Tobacco Redeemer. Don't try to quit the tobacco habit unaided. It's often a losing fight against heavy odds and may mean a serious shock to the nervous system. Let us help the tobacco habit to quit YOU. It will quit you, if you will just take Tobacco Redeemer according to directions. It is marvelously quick and thoroughly reliable.

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Newell Pharmacal Company,
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is a classy town and in high favor with all the Memphis Division boys.

Why is Tchula such an interesting little city? Agent Cruger please speak up.

Mr. A. A. Freiburger our efficient chief dispatcher is a very busy man these days of unequal traffic density.

Mr. Mitchell our "R. M." keeps very busy. His trick reminds us of "ye olden busy times."

Mr. A. T. King the old timer on the Clarksdale District as dispatcher is the popular editor of the "Dog Hill paragraph" in the ADTA National Magazine and is fast achieving a National reputation as a humorist.

Mr. T. G. Patterson, one of our popular enginemen returned from a visit to Iowa and home folks. Tommie says Iowa is a nice state, but the land of the Magnolias for him now.

Mr. M. Gann, our genial yardmaster at Greenwood was in Memphis on the 22nd, for Safety Committee.

Conductor John H. McCraney, for thirty years an employe of the Y. & M. V. R. R., was shot and seriously wounded at Sunflower, Miss., February 10, while in charge of train 523, by a cocaine crazed negro who boarded the train at Sunflower, and attempted to shoot his wife, who was a passenger on train, and the sheriff who was trying to protect the woman. Mr. McCraney was rushed to the Baptist hospital where he was treated by Dr. Johnson, who now pronounces him out of danger. The best wishes for a speedy recovery go out to Mr. McCraney from his large

circle of friends and acquaintances.

Flagman C. D. Casey, who was shot on 523 at Sunflower, Miss., on the same date as Conductor McCraney, by the same negro, is recovering rapidly from his wounds, at St. Joseph's hospital, where he has been under the care of Dr. Battle Malone, one of the finest doctors in the whole country. Many friends are rejoiced to know that he was spared, and we hope he will long live to comfort his mother.

Conductor O. L. Acree visited the ceremonial session of the Wahabi Temple of Shriners at Jackson, Miss., last Thursday and reports an enjoyable time.

The many friends in railroad and business circles of Mr. R. J. Carmichael, assistant general passenger agent of the I. C. and Y. & M. V. at Memphis, will be pleased and gratified to learn of his election to the position of chairman of the local passenger committee, an honor worthily bestowed and well deserved.

Mr. F. N. Black, depot master of the I. C. and Y. & M. V. at Grand Central Station, does a great deal to popularize these roads with the traveling public. Mr. Black is never too busy to give a kindly reply and courteous answer to any inquiry and his attentions to the old, decrepit, and ladies and children have endeared him to all who know him.

Engineer Fred Leach has bid in the Greenwood passenger run and will in future make his home in Clarksdale. He will be missed in Memphis by many friends.

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The many friends of Engineer C. H. Burnell, one of our veteran engineers on the Clarksdale and Greenville Run, will be glad to know he is recovering from a severe illness and at his post once more. Chris Burnell is not only one of the best engineers on the railroad but one of the best citizens of Clarksdale.

The "Get Together" meetings held by the officials of the Memphis Division are a great success, largely attended by the employees, and a great benefit and education to all who attend. Superintendent V. V. Boatner, Trainmasters J. W. Rea and W. K. McKay command the respect, good will and support of their men, and their earnest endeavors to put this division in the 100 per cent column should be a further incentive to duty and faithful performance by all employees. When President Markham, General Manager Clift, General Superintendent Egan, and others meet their men on common ground and take them and the public into their confidence in all questions concerning the welfare of the property, it marks a new era of better understanding, and will have the effect of bringing the employees closer to the official and will be beneficial in every way. When I say our officials have 100 per cent support of their men I am not exaggerating it any—wholesome publicity about the affairs of a large corporation, every word of which is true, is the best advertisement we can have.

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*Col. H. L. Anderson, Editor of the Illinois Central Magazine, Who
Died March 16, 1921.*

Illinois Central Magazine

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NUMBER 11

History and Problems of Transportation Topic of Judge R. V. Fletcher

General Solicitor Presents Case of the Railways to Iowa Business Men

A REVIEW of the history, development and present-day problems of transportation formed the theme for the following address delivered by Judge R. V. Fletcher, general solicitor of the Illinois Central, before the Third Iowa Business Congress, in session at the Hotel Savery III in Des Moines, Iowa, on Wednesday, April 6. The Business Congress brought together in Des Moines many of the important merchandisers of Iowa. The bankers and newspaper men of the state likewise were invited. The major program subjects included advertising, salesmanship, merchandising, turnover, banking and credits, agriculture, export trade, transportation, building trades and motor trades. Judge Fletcher said:

My subject is transportation—a subject as broad as the industrial life of the nation. Indeed, if we are to consider it in all its aspects and connotations, it is as broad as the problem of civilization. It suggests here and before this audience perhaps the special and restricted question of the railroad problem, and to that feature of the subject I shall devote my observations. But it may not be amiss for us to remember that this question was a vital one before railroads were constructed, and will be a vital one if perchance the development of invention shall render railroads obsolete as instrumentalities of transportation. The barest reference to the familiar facts of history will show that the inception and development of what we commonly call civilization have invariably been dependent upon the ability of particular nations to solve

the problems of transportation. This is not to be wondered at when we remember that isolation invariably means stagnation, and stagnation means decay and retrogression.

The growth of nations and individuals depends upon the development of the social instinct, and this instinct is vastly stimulated and nourished by the widest possible interchange of peoples—their ideas and their industrial products. No neighborhood or state or nation however apparently self-sufficient in its culture, ideals or material resources can hope to retain its influence, much less make progress, if it adopts a policy of complete isolation. We have instances in our own country where peoples of good blood and fine traditions have steadily deteriorated in all the fine things of life by being so circumstanced either by nature or by mistaken policies as to cut off the humanizing influences that come from contact with their fellow men.

Transportation Made Nations Great

And, as has been suggested, a glance at the nations of the world that have been counted great and influential serves to impress the truth of this familiar observation. We cannot estimate the debt which civilization owes to the Phoenicians—a people without extended boundaries, few in number, and so hemmed in by hostile nations as to confine them to a narrow strip of unfertile soil along the shore of the Mediterranean, yet their seafaring instincts drove them so far afield and so widened their horizon that they gave to the world the first alphabet, the first

system of accounting and the first correct ideas of geography. Their cultured neighbors, the Greeks, sent their argosies everywhere and scattered their culture broadcast. The Roman power depended very largely upon the splendid highways which they so constructed as to reach their most distant provinces, causing all roads literally to stretch to Rome. Even the Hebrews, from whom we derive our theology, were fortunate in that their tiny country lay in the tracks of the great trade routes that joined Egypt and the culture that lay to the North.

In our own times, as it were, we behold the example of Great Britain, whose worldwide domain is clustered about an insignificant little island, but bound together by a mercantile and military marine that makes all these people one when it becomes necessary to assert the power of the Empire. And in contradistinction to these peoples who have developed their transportation facilities, we have the melancholy histories of the oriental and semi-oriental nations that have been dominated by religious and philosophic theories that have retarded their growth and made them useful only as examples.

Growth of America Remarkable

It is usual to refer to the growth and development of America as phenomenal, and when we recall that we have existed as a nation for less than one hundred and forty-five years (no more than the span of two lives) and in that time we have grown from a string of insignificant colonies along the Atlantic seaboard to the dominant nation of the world, it is indeed a marvelous story. Much of this progress is of course due to the wealth of our soil, to our inexhaustible store of natural resources, to our form of government, based on individualism, an important point, and to our policy of the open door to all worthy citizens of whatsoever clime and language.

But these factors in turn have produced and stimulated the inventive and creative faculty that has enabled us to make huge strides in solving the greatest of all our problems—the problem of transportation, which, remaining unsolved, would have so retarded our growth and hindered our development that our record would have been far other than it is.

The history of our growth is largely a history of the expansion of our transportation facilities. And since our waterways (splendid as has been the service rendered by them) could not in nature of things reach our vast interior, our growth has depended essentially upon the development of our railroads, and particularly those great transcontinental systems that have wedded together East and West, North and South, that have traversed deserts and bridged rivers and hewn down mountains and defied barriers of storm, cold and waste and forest. These are indeed the very arteries of commerce and hence not merely the advance guard, but truly the very guardians of our industrial life.

A Story Yet to Be Written

I have long felt that it would be well worth the while of some student of transportation with the literary gift to write the romantic and fascinating story of our railroad systems—of the pioneer spirit that conceived them, of the genius that financed them and the engineering audacity that constructed them. I have not the time to go extensively into the history of our railroads, nor to dwell at length upon the curious phase of our public sentiment that has viewed with hostility rather than with sympathy these immense and indispensable agencies of our national life.

It is by no means a one-sided story. The exclusive blame for the breach between patron and servant is not to be laid at the door of either. We know, however, that prior to 1870 we lived in an era when the activities of railroads were given public encouragement, and that since that date the tendency has been the other way. Prior to the period of regulation, so eager were the people to secure the construction of these national highways that liberal charters were to be had for the asking, and popular subscriptions to their stocks were very usual.

And, moreover, the roads when constructed and in operation were rarely if ever made the victim of restrictive and annoying legislation. Their activities in the matter of making rates, operating their trains, providing conveniences and facilities for the public and disposing of their funds were precisely such as were dictated by private interests, restricted only by the provisions of their char-



Judge R. V. Fletcher, General Solicitor of the Illinois Central

ters, the vague mandates of the common law, and the powerful spur of enlightened self-advantage. Unquestionably this early period of unregulated railroad activity made for immense expansion of railroad construction, but it indubitably led to abuses.

No One Entirely Responsible

It is an interesting field of speculation to consider the influences and forces which have led to the feeling of hostility between railroad owners and railroad managers, and

those upon whom the railroads must depend for their sustenance. The limits upon my time and the demands of the occasion will not permit me to pursue that question at length. Suffice it to say that no one interest can be held entirely responsible for the unfortunate tendency on the part of these interests which should have always labored side by side, to array themselves in hostile camps, and to assume toward each other not an attitude of mutual helpfulness, but one which was severely critical, as if two bitter

enemies were fencing for advantage, each seeking every possible weak point in the other's armor.

I know of no greater duty that rests upon railroad man and patron alike than to do what each can do to remove this feeling of antagonism and to bring about a sentiment of desire for mutual support and assistance.

Whatever may have been the cause of the unhappy tendency to friction, certain it is that about 1870 the railroads entered upon an era of restrictive legislation and litigation, instituted for the most part at the instance of the public, who felt themselves aggrieved, and who were eager for an opportunity to exercise the power of regulation which, in the absence of the assertion of national authority, the states undoubtedly possessed.

Rates Too Carelessly Set

It is difficult to resist the conclusion that much of the legislation proposed and enacted between the years 1870 and 1890 was to some extent at least vindictive and punitive rather than helpful and constructive. These railroads chartered by the several states and therefore subject to the general visitatorial power of the states, affected with the public interest, and there, under the purview of such decisions as *Munn vs. Illinois*, found themselves confronted with a body of legislation which restricted their rate-making powers, punished them for all sorts of real or fancied misdemeanors, subjected them to orders of local boards as to public improvements, provided for the heaviest possible taxation, and required them to submit to a series of petty regulations which were both expensive and exasperating.

This form of regulation went so far eventually as to bring into being statutes regulating freight rates and passenger fares. These statutes violated the most fundamental principle of rate-making, and were enacted in a spirit of selfish petulance which could never be justified upon any principle of fairness or upon any scientific theory. Obviously the making of rates is a matter for experts. And yet legislative bodies without any particular consideration of underlying fundamental principles undertook the task of naming complicated rate schedules, under which railroads were presumed to secure a fair return.

In 1887 the national government entered

the field of regulation. In that year was enacted the original Act to Regulate Commerce. All of us know that this first regulatory measure was a comparatively innocuous one so far as the interests of the railroads were concerned. Under it the Interstate Commerce Commission for a period of about nineteen years functioned in a leisurely fashion, doubtless accomplishing much good, but leaving the railroads largely to their own devices, particularly in the field of interstate rates.

In 1906, the Act to Regulate Commerce was amended by the Hepburn Law, and this marked the beginning of intensive regulation by the government. Up to that time the states had been predominant in the field of regulation, but from 1906 on, by a series of congressional enactments, and by a course of decisions in the Supreme Court of the United States, the commerce clause of the Constitution of the United States was so enforced and construed as to lead to a constant widening of federal influence and power, until this tendency culminated in the Transportation Act of 1920, which if correctly construed by the inferior federal courts will greatly restrict state regulation of rates, and which will undoubtedly greatly curtail the field of state regulation in other respects. The amendment to the Commerce Act made by the Hepburn Law was accompanied by a series of federal statutes regulating other phases of railroad activity, such as the Hours of Service Law, the Twenty-Eight Hour Law, the Safety Appliance Acts, the Boiler Inspection Act, the Employers' Liability Act, the Adamson Eight Hour Law and other measures which were supposed to increase the safety of operation and the welfare of employes.

Anti-Trust Laws Invoked

Contemporaneous with the enactment of these restrictive statutes, none of which could be said to be favorable to investors in railroad securities, there came into existence the illogical theory evidenced by legislation and decision that the railroads were subject to anti-trust laws, and should be forced to compete even in matters which by their very nature were not the subject of competition.

(Continued on Page 113.)

A New Question on the Illinois Central: Have You Joined the I.C.E.B.A.?

Employees on Western Lines Organize to Gather Business for the Company

OBJECTS

To interest Illinois Central employees in the direct solicitation of freight and passenger business.

To improve the service for the benefit of the shipping and traveling public.

To promote courteous treatment of patrons by Illinois Central employees.

To encourage all legitimate activities of the Illinois Central Railroad in this community.

—From the card of the Illinois Central Employees' Business Association.

WATERLOO is familiar to most people as the name of a place where the allied powers, more than a century ago, gave Napoleon the bump of his career, and thereby vindicated their policy of co-operation.

Mark that name—Waterloo.

Co-operation is just as effective now as it was then. This is being proved daily by Illinois Central employees at another Waterloo—Waterloo, Iowa. These men and women have organized what may well prove to be one of the biggest things in the history of the Illinois Central, an active and systematic search for business for the company, thereby assuring its prosperity and their own.

Officially organized only since February 4, 1921, the Illinois Central Employees' Business Association now has 763 members scattered along the western lines of the Illinois Central from Dubuque to Council Bluffs. The chief organization is at Waterloo, where the idea originated, but branch associations are at work in Sioux City, Council Bluffs, Fort Dodge and Cherokee, and one is being arranged for at Dubuque, where already considerable business has been obtained.

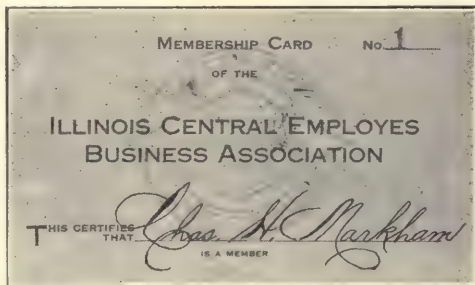
A Record for Getting Business

Each of these eventually will be an independent organization. At present, how-

ever, they look to Waterloo for guidance. The officers of the association at Waterloo are: President, N. Bell, master mechanic; vice-presidents, H. N. Seely, general foreman, H. O. Dahl, general yardmaster, F. Higgins, agent, E. C. Stark, engineer, Iowa division, Thomas Dolan, boiler inspector, and A. J. Robbins, shipping clerk; secretary, K. E. Beal, assistant to the division storekeeper; treasurer, H. Klempau, gang foreman.

Up to April 25—in less than three months of work—members of the association had obtained 733 routing orders at Waterloo, 159 at Fort Dodge, 41 at Council Bluffs, 35 at Sioux City, and 7 at Dubuque. Members have also accounted for approximately 150 passenger tickets—the total was 126 on April 15.

These orders represent many thousands of dollars' worth of business. They are



The Card of Member No. 1

practically all clear gain to Illinois Central traffic, as they have been obtained in a highly competitive field and at a time of acute business depression in that part of the country.

The record at Waterloo is especially remarkable when it is considered that this manufacturing city of 36,000 has been suffering from unusually hard times, since there has been little demand for one of its

chief products, farm machinery. Several thousand men have been laid off in the factories. One would scarcely expect at this time a boom in business for the Illinois Central.

Payroll a Potent Argument

But that is exactly what has taken place, thanks to the Illinois Central Employees' Business Association. The Illinois Central shops at Waterloo employ at ordinary times close to a thousand men, and the payroll, which eventually gets into the cash registers of the Waterloo merchants, is always in excess of \$100,000 a month.

These figures give the solicitors a running start for the business. The merchants of Waterloo realize the amount of business the Illinois Central means to them, and the employees' association points out to them what their freight and passenger business means to the Illinois Central.

In addition, the Waterloo solicitors find that the rest of the Illinois Central family is behind them in their effort to give the best possible service in return for the new business. Only about half the game lies in getting the business. The other half consists of keeping it after it has been obtained. Two of the points presented at the beginning of this article deal with keeping the business, while only one pertains to getting it.

Must Give as Well as Receive

The members realize that the Illinois Central must give something in return for the new business obtained. Service, they say, is the best thing the company has to sell. Consequently, in carrying out the second point of their platform, "to improve the service for the benefit of the shipping and traveling public," they plan to avoid future troubles. They do not avoid complaints or suppress them when they come up; instead, in each case they make notes of the matter, investigate it themselves, correct it if it is a local fault, or refer it to the proper authorities if it requires a more extensive remedy.

Their third point, courtesy, they preach by pointing out the costly effects of discourtesy. If a local friend of the Illinois Central has been lost through discourteous treatment, the example is held up as some-

thing to be avoided, and the amount of business getting away from the association for this reason is made the subject for comment. The members have seen what they can accomplish through the cultivation of friendship, and they are able to point it out to their fellow employes in a dollars and cents way of speaking.

In all of these points, as well as in the fourth, "to encourage all legitimate activities of the Illinois Central Railroad in this community," the employes feel that they are carrying out in a large measure the wishes of President C. H. Markham for genuine co-operation with the public. In seeking business, they plan also how to keep it.

Giving Service Part of the Plan

So the members of the association keep on the job after the orders have been obtained. They arrange shipping schedules that will avoid unnecessary delays. They keep track of the shipment while it is on the road. When it arrives, they see that it is placed promptly and properly where it belongs. And then, from time to time, they drop in to see the merchants and to ask them how everything is coming along. When there is a complaint, a note is made of it, and it is referred to the proper authorities. In short, every effort is being made to give Illinois Central patrons the idea that all connected with the company—including their own friends and customers, the employes at Waterloo—are alert to serve and please.

You would be surprised how the idea is taking hold among the merchants. The idea that employes could take such an interest in the welfare of the company has appealed to them so much that they are going out of their way to express their appreciation of the service.

After canceling part of an order that was improperly handled by the consigning manufacturers, a Waterloo shoe company wrote to the association as follows: "We understand this firm did not wish to honor the shipping instructions we gave them. If we order any more from these people, we will have a definite understanding to send them via Illinois Central."

Pleased With Employees' Interest

An electrical supply company wrote:

"We will be glad to route a considerable portion of our business via the Illinois Central. This matter has been called to our attention before, and with the interest that the employes of the Illinois Central are showing in the matter, we cannot help but feel that the service over the Illinois Central will be beyond criticism."

A prominent clothing company wrote: "We have your card, and will say that we are giving the Illinois Central every dollars' worth of our freight business."

"We appreciate very much the interest you take in your employers and assure you we are giving the Illinois Central all the freight we possibly can," wrote a women's, misses' and children's wearing apparel company.

And so it goes. Firms that never gave a thought before to the routing of their freight are now throwing business to the Illinois Central and telling the employes about it.

The How, Where, and What

Questions are bound to arise. How did all this come about? How does the or-

ganization work? What do the solicitors work with? When do they do this work? What procedure and what forms will be required for similar organizations elsewhere? Where are the best places for these organizations?

Let us take the last question first. Any place business is to be obtained is a good place for such an organization. Generally speaking, new business or business won from competitors is the only kind considered in the record of the Waterloo solicitors. Routings that naturally would have to go over the Illinois Central are seldom scored. Any city, town or country station where business can be worked up is a suitable place for employes to solicit business, and the size of the organization they have can be limited only by the number of employes.

As a matter of fact, the easiest places to work are division points where there are competing roads and the number of Illinois Central employes is relatively large. One of the best arguments for business is the size of the local payroll, although a



Guests at banquet in Odd Fellows' Hall, Waterloo, Iowa, on December 16. (See Page 14.)

Left to right, bottom row: N. Bell, master mechanic; L. E. McCabe, superintendent; A. E. Clift, general manager; N. W. Frisbie, mayor; S. B. Chapman, traveling engineer; L. E. Strouse, trainmaster; H. S. Taylor, chief clerk to general superintendent; H. D. Smith, claim agent; F. M. Fuller, car foreman; N. W. Johnson, tool room foreman; Theo. Winninger, machine shop foreman.

Middle row: Charles Horsley, assistant round house foreman; E. S. Shapland, division storekeeper; William Mueller, general foreman, Cedar Rapids; F. Schrader, pit gang foreman; R. L. Jackson, tank foreman; H. N. Seely, general foreman; Frank Reynolds, mill foreman; Tom Ellis, roundhouse foreman; C. A. Fish, Chief clerk to master mechanic; A. Feisner, boilermaker foreman; Frank Quinn, foreman car department; William Kammann, stationary engineer; Henry Steinmeyer, air brake foreman; W. J. Mulvaney, shop engineer; W. P. Robinson, painter foreman; A. Horsley, Dubuque; A. Weis, boilermaker foreman, Fort Dodge; H. Klempau, pit gang foreman.

Top row: J. Pennington, pit gang foreman; F. Dahl, tinshop foreman; L. Fidler, roundhouse foreman, Fort Dodge; C. A. Kent, car foreman, Cedar Rapids; Joe Voellinger, engine wiper foreman; P. Doyle, labor foreman; J. Dewald, foreman; Herman Becker, night round house foreman.

promise of improved service—backed up by improved service—also is a business-getter anywhere. The personal factor cannot be emphasized too strongly. No Illinois Central employe should be afraid to ask his friends for their business. These friends seldom hesitate to ask him for his. It is a matter of give and take.

Found What Routing Order Was

How did the Waterloo employes happen to start this organization? It is largely a story of Frank Fuller, general car foreman, and the funeral banquet for the one-time Foremen's Association, composed of the foremen working under Master Mechanic Bell on the western lines.

In the early part of December, 1920, Mr. Fuller and J. E. Allison, agent at Dubuque, were touring the Illinois Central on another line of business. Mr. Allison had been talking to Mr. Fuller about routing orders. At that time, so Mr. Fuller professes, he didn't know what a routing order looked like.

At Bloomington, Ill., Mr. Allison showed him a blank one—several, in fact—and explained how they were to be filled out. At the same time the two discovered that they had three hours to while away before train time. They could have gone to a movie or something of the sort, but if they had this story might not have been written.

An idea occurred to Mr. Fuller. "Let us take these twenty-five blank orders," he said. "You go one way, and I'll go the other. We'll meet at the station just before train time to check up results."

When they got back, twenty-three of the twenty-five orders were filled out, including one for a carload of oil from Oklahoma to Bloomington. The possibility of getting business had been proved.

Idea Taken Up at Banquet

The next boost for the idea came on December 16, when a banquet was held at the Odd Fellows' Hall in Waterloo to disband the old Foremen's Association. This banquet, incidentally, was an Illinois Central affair from beginning to end. Everyone who took part in its production, from the cook to the musicians, was an Illinois Central employe, and its success was a matter of much pride to the force at Waterloo.

In attendance at the banquet, by special invitation, were A. E. Clift, general manager, and L. E. McCabe, superintendent of the Minnesota division. At this time a campaign was on for better relationship among the management, the employes and the public.

Naturally, this was one of the main topics for discussion. Mr. Fuller, when called upon to speak, had "up his sleeve," as he says, a collection of routing orders he had quietly gathered up in Waterloo. These he passed around as examples of what the efforts of an employe could accomplish. The matter was seized upon by the officers as an opportunity to drive home the point of co-operation, and from the enthusiasm engendered at that time came much of the later success of the work.

Organization Formed February 4

A few days later R. W. Bell, general superintendent of motive power, arrived at Waterloo. Learning of the campaign for business that was being discussed there, he expressed in a vigorous way to all with whom he talked the appreciation of the management and of himself for the interest being taken by the employes. His enthusiasm gave the matter further encouragement. Good support of the movement also was given by T. H. Sullivan, superintendent of the Iowa division, who has aided the work not only at Fort Dodge, but also at other points in his territory. Encouragement also came from General Superintendent W. S. Williams, and a meeting for formal organization was held February 4.

Although good results were being obtained before the organization was formed, there had been considerable lack of information and also some duplication of effort. Since then, most of this has disappeared.

General Foreman Seely called the meeting of shop foremen. The minutes of this first meeting of February 4 show that, after the election of officers and the selection of a name had been taken care of, it was moved and carried "that a complete list of all business firms in the city be compiled, same to show what firms have been solicited and dates solicitation was made, and that the secretary maintain a book record which will show dates on which various firms were

called upon, this record to be available for members to determine which firms should be visited"; also "that members report to secretary at the end of each day when out soliciting business what firms have been called upon and results of their visit, and that any routing orders secured be delivered to the president or vice-presidents, and that any difficulties or complaints be reported to the foregoing officers."

How the Plan Works Out

How does the organization work? Naturally there have been some changes from the original plan, but the heart of it is the same.

The original time of soliciting is not adhered to absolutely. A good deal of it is spare-time work. Occasionally days are taken off for special trips or special investigations in the city, but for the most part the solicitors attend to this when they haven't anything else to do.

Two lists are maintained: a list of all the firms in the city, and a card index of the firms solicited. On each card appear the

names of the workers assigned to that firm—generally, but not always, they work in pairs. On each card, likewise, is a list of the shippers from whom that firm receives freight. The date of each visit is also recorded there.

The assignments are made, as far as possible, so that the solicitors handle business with which they are acquainted and deal with firms whose managers they know. The vice-presidents of the association are purposely chosen from widely varying departments, so that information can be obtained on all angles of the work. When a group visit is made, for instance, the freight agent is along to quote rates, the yardmaster to arrange for the local handling of the order, and so on.

Meetings Held Every Week

The association works systematically. A meeting of the board of vice-presidents is held periodically—usually every Monday morning—in Mr. Bell's office. Ideas are exchanged here and plans laid for the week's campaign. The bulk of the members at

A. W. S.-2-21-25M

Form 1363 Rev.



Illinois Central Railroad Co.

ROUTING DIRECTIONS

192

Gentlemen:

Please mark and route.....

via.....

care of Illinois Central R. R. at.....

care of..... at.....

Yours truly,

Here Is the Weapon That Does the Business

present do their work for the association through the vice-presidents, but is hoped eventually to bring out the social features of the work and have a clubroom and a meeting place for all.

The association has not confined its efforts to Waterloo. Branch associations have been established at these other points largely as a result of the enthusiasm, encouragement and missionary spirit of the Waterloo workers. In one case, it took three visits of investigation before the employees at another city took hold, but when they got started and proved for themselves what could be done, they became as enthusiastic as the original workers.

Members Are Real Salesmen

It is profoundly impressive to talk with some of the men who have been most successful in the work at Waterloo. They are deeply serious about the possibilities of the plan, and are developing into salesmen who would be a credit to any line of work. It must be remembered that selling Illinois Central service is only a small part of their duties, yet they have developed methods of approach and follow-up as effective as those taught by many a school of salesmanship. They won't be put off by a cool reception; they won't leave until they have obtained some concession, and they hold themselves ready at any minute with facts and figures to prove Illinois Central superiority.

The tools the members work with are: first, their cards of membership in the association, showing on the reverse side the purpose of the work; second, blank routing orders; third, an idea of the proposition they are approaching; and fourth, figures on Illinois Central service, generally and locally, and on the contribution of the Illinois Central to the business life of the city.

Carload Freight Sought Mostly

Equipped with these and with a knowledge of the results their co-workers have obtained, they seldom fail to get at least a promise of future business. Their main effort is to get freight in carload lots, but they do not disdain less-than-carload orders, especially when there is a chance of rendering noticeably improved service and getting carload business lined up for later on.

Although the manufacturing depression in Waterloo, with the consequent shutting down of factories, has made the association seek for the most part business coming into Waterloo, the committee has also made it a point to solicit the manufacturers for information regarding their products, so as to be able to talk Waterloo, as well as the Illinois Central, to the customers out on the lines. The members have met with most satisfactory treatment from the factories visited, and have left an impression that will undoubtedly result in increased business for the Illinois Central when business again opens up.

Tour Works Up Stock Business

In addition to working Waterloo and enlisting new organizations at other cities, the members of the parent association have gone out in the vicinity of Waterloo to stir up business among the farmers and stock raisers. A committee of seven on March 8 started a tour of the Albert Lea district, toward and beyond the Minnesota line, seeking interviews with the local shippers. As a result of the conversations on that trip, when it was found the average movement of stock was 35 cars every Sunday, plans were made to set aside March 27 as a special stock movement day, and 66 cars were promised. Arrangements were made, as something new in that district, to give the shippers only 40-foot steel underframe cars and special accommodations out of Waterloo.

The feeling left by this trip and by the movement of the stock on that day is expected to result in material and lasting benefit to the Illinois Central. The farmers were so pleased to see the employees at this work that one of them volunteered to continue the efforts of the tour on his own account at points away from the line.

As another accommodation to Waterloo, the members have solicited business sufficient to add a refrigerator car regularly to the Chicago-Waterloo service. They now are planning to re-ice the car at Waterloo and arrange for local business to handle it regularly back to Chicago. This service has been much appreciated by the merchants, who carried a note in their bulletin explaining the work and commenting favorably upon Illinois Central enterprise.

Passenger Business Also Sought

Freight business, however, is only a part of the story. It is in the solicitation of passenger business that personal relationships count. Mr. Dahl, one of the vice-presidents, tells of a friend who did not use the Illinois Central on his trips to Chicago. On two occasions in the last sixty days he has been induced to use the Illinois Central. On one of these occasions Mr. Dahl was instrumental in making arrangements for him to get a berth which he would not otherwise have had, and this little extra accommodation saved the day for the Illinois Central.

Many Russians are leaving Iowa and other western states to return to Europe. In Sioux City the Illinois Central has a Russian employe named John Levish, who is an interpreter and business agent among his own people. He has been instrumental in getting most of their business for the Illinois Central. On March 26 he turned in 7 passengers for Chicago; on April 2, 15; on April 9, 11 (these 11, incidentally, with \$160 worth of excess baggage). It is estimated that he handled 100 before he began making reports. Besides, he has 6 Swedes and 100 Russians lined up for passage in May.

A Last-Minute Bid for Business

One Waterloo coach-cleaner who discovered that his fellow-countrymen had already bought tickets to Chicago over another line was so insistent in talking Illinois Central to them that they got their money back and later took the Illinois Central, a gain to the company of 22 full fares and 2 half fares.

And so it goes. The members of the Illinois Central Employes' Business Association are gathering in the business wherever it is to be found.

The Waterloo workers are well equipped with stories of the way the work has gone. One of Secretary Beal's best examples is that of Peter Singer, a welder in the shops, scarcely able to speak English, who did some of his best work for the Illinois Central while laid off. Singer was off, all told, more than a month. He didn't have much of anything else to do, so he decided to see what he could accomplish in the way of

gathering routing orders. In a remarkably short time he brought in a total of 125 of these! The other day he went over to Cedar Falls, six miles from Waterloo, and came back with 35.

A Profitable Two-Hour Visit

Mr. Fuller spent two hours in Osage, Iowa, the other day and returned to Waterloo with 16 routing orders, one of them for 30 carloads of coal from Stacy & Company. One evening not long ago he found himself in Omaha with J. J. Hocksema of Chicago, traveling car agent. Just to see what could be done, instead of taking in a show, they strolled to a home builders' exhibit in progress at the Coliseum and wandered around talking Illinois Central to the business men represented there. It was an evening well spent, for they got the business of a paint contractor, as well as a furnace man's orders from Dowagiac, Mich., and a lavatory shipment from Detroit.

Worked It From All Angles

Mr. Klempau, listed as treasurer of the association, drives a Buick. So he went around to see the Buick agent at Waterloo. The automobile business hasn't been good, but Mr. Klempau got a promise of shipments via the Illinois Central. Then he went to see the Nash agent, and pledged him for five carloads in March. He needed four new tires—saw the tire man—made a trade on patronage both ways—got a routing order. He asked his wife where their bread came from—visited the bakery man and lined him up for the Illinois Central. And so on. The people Mr. Klempau trades with are expected to trade with the Illinois Central.

"It is a case of bread and butter with me," he explains. "When the company gets business, I get my pay. With men being laid off in so many of the businesses here, it is up to me to see that the railway business doesn't suffer."

Keeps Record of the Service

Mr. Dahl, who is yardmaster and consequently has much to do with the local end of the car service, has started a record of the results of the work with a daily form sheet showing the arrival, contents, con-

signee, time of arrival, time ordered placed, and time placed, so that there is no unnecessary delay in delivery. He has found that the switchmen can co-operate by showing care in placing the cars and seeing that the patron is satisfied.

Alertness to seek business was shown at Fort Dodge by A. L. Nicholas, car foreman, who heard of a new furniture store that was about to be opened, interviewed the proprietors, and got a routing order for 7 carloads of furniture.

Off-Line Business Also Sought

Business is frequently picked up even off the line. A committee trip was made to Urbana, Iowa, on another railway, to interview two brothers who were buying horses for the New Orleans market. Previously they had given the Illinois Central a trial shipment, but had not received entirely satisfactory service. At the time of the visit they were urged to make a complaint if they thought they had one, but declined. However, they agreed to try the Illinois Central again when business started up. At 4 p. m. a few days later they called for a stock car for cattle to Chicago. The car was sent to them that evening on the other

line, came back loaded early the next morning, and was off almost immediately on the Illinois Central for its destination. It is expected that service like this will make up for any previous complaint they may have had.

Carrying Out the Company's Policy

Behind every movement must stand a man. The employees at Waterloo insist that the man in this case is the president of the association, Master Mechanic Bell. Mr. Bell insists that the teamwork of all is responsible for the success of the association. Certain it is, a visitor must realize that the mention of any name must not be construed as a reflection upon the rest. Each is doing his part, though it be large or small.

And each feels, according to Mr. Bell, that he is doing something to carry out the wishes of President C. H. Markham, as expressed in the general policy of the company and especially in his letter of December regarding the active solicitation of business.

It is a modern idea, not possible fifteen years ago, Mr. Bell says; the new relations among management, employees and the public are proper and legitimate and ought to be cultivated.

New Orleans Opens New Way to Gulf

A step in developing the already great business importance of New Orleans, southern terminal of the Illinois Central System, has been taken by the completion of an inner harbor and navigation canal to shorten the distance to the Gulf of Mexico. This work was dedicated May 2. Since the opening of the Field Museum at Chicago was May 3, it would have been possible for a person using Illinois Central service on the Panama Limited to attend both events at these widely separated cities.

According to the *Chicago Journal* of April 19, "Within a few days New Orleans will dedicate to the service of all the Mississippi River valley states one of the greatest engineering works ever constructed on this continent. On May 2 the Crescent City will move forty miles nearer the Gulf of Mexico

by the simple process of going to salt water by way of Lake Ponchartrain and Mississippi Sound, instead of down the river and through the delta.

"It is costing Louisiana \$25,000,000 to complete the inner harbor and navigation canal, which will lock ocean liners down from the Mississippi to the gulf by a new and economical short route. Lake Ponchartrain will need to be channeled before the largest ships can cross it, but that task presents no great difficulty.

"While cutting forty miles from the present distance from New Orleans to the gulf, and thus effecting a saving of time and fuel on all coastal and foreign commerce, the improvement adds to the port of New Orleans nearly twelve miles of protected water-front, including much that can be leased to private interests for development."

The Thing That Will Count Most if You Really Want to Be Promoted

Samuel Insull, President of Commonwealth Edison Company, Points Out Opportunity

The following interview with Samuel Insull, president of the Commonwealth Edison Company, Chicago, by Alfred Pittman, is reprinted from the American Magazine for March, 1921, by courtesy of The Crowell Publishing Company, publishers of the American Magazine.

By ALFRED PITTMAN

A YOUNG lawyer went, one day, to a friend of mine—a man who had been a sort of big brother to him—and said he had been wondering if he ought not to quit the profession. Business was not coming in, and he had begun to think that perhaps he wasn't cut out for a lawyer, after all. My friend, also, was a lawyer, and had been through that very same phase in his own career.

"No business at all in sight?" he asked.

"Absolutely not a bit!" the young man said.

"Have you followed up all your leads?"

"Yes—all that looked in any way promising."

"H'mm," commented the older man.

"Then there were some that didn't look promising?"

"Why—possibly."

"I ask," the older man explained, "because these unpromising leads are often tremendously important. And there always is some such lead lying about, some idea or other. Always! I've never known it to fail.

"I tell you what you do," he went on presently. "You go back, look through things once more, and see what there is that can be followed up. And don't skip anything because it looks small! You know what a lot of wool you can sometimes pull out with a raveling. Just try it, and then come back and see me."

When the young man came back he had finished a two-hundred-dollar job and collected the fee—his biggest exploit up to that time. A neglected telephone memorandum

had been the "raveling." It was a call from a man who had failed to pay him for some previous service, and who now, it appeared, was in jail again! It looked like just another chance to do something for nothing, and he had passed it up. But it let him into a good piece of business, and he has been going right ahead ever since.

Most of the men I have known who have stood still or have fallen down have been a good deal like this young lawyer. They thought they lacked ability or opportunity, when the real trouble was simply that they did not recognize the form that opportunity was taking for them.

Opportunity has been present to practically all of them—to all, I think, who have had passable health. It has been there in the form of something a little beyond the absolute requirements of their job, something for which they thought they "did not have time," or which did not seem to be "their business," or which they did not feel competent to do. They failed to study up on some phase of their work; or they neglected to do anything about some good idea that occurred to them. A few things like that—and they were static. They were not making any headway.

The men who have gone ahead with us have not done it because of any extraordinary natural ability. The near-geniuses among us have not, as a rule, done so well. Near-geniuses have a way of getting tangled up in the special limitations which brilliant people so often seem to have.

The men I know who have gone ahead fastest have been just normal fellows. They were set off from the others, in the beginning, only by the fact that they made a practice of using the constructive little opportunities which others neglected. And that practice gave them the special abilities they needed.

One of our vice-presidents came with us

as an inspector of underground work, another as a bookkeeper, another as an office boy. Our secretary and treasurer began with us as an office boy. And so on down the line.

None of them was rich or had influential friends to back him. Some had not so much as a high-school education; but they all had the characteristic I have mentioned; a sort of eagerness to be serviceable in unexpected ways. It was this, more than all other factors put together, that has put them where they are today.

Everyone has been told that the way to get on is to do more than is expected of him. But not everyone realizes just how the method works. The qualities which most often hold up the progress of men in business are lack of knowledge, lack of self-confidence, and that idle habit of thought which does not lead to action.

The effort to do the little unnecessary, useful thing just beyond one's absolute duties is a direct attack on all three of those failings. It develops knowledge, right where knowledge is needed most, by the incomparable method of experience. It develops self-confidence in the same way. And it is itself the very process of getting action as a result of thought. The most elaborate curriculum for developing business ability couldn't serve the purpose better.

The advantage of the method in my own case began to be illustrated soon after I took my first grown-up job. I had answered a "blind" advertisement, and, as a result, had secured a place as secretary to Mr. Edison's business representative in London. I had gone into the business without any knowledge of either the technical or the commercial side of it.

What prepared me rather quickly for a better place, and attracted the attention and support necessary to get it, were two pieces of work outside of my regular duties.

The first chance came only a few weeks after I had taken the job, when my chief sailed for the United States and left me behind. There was not much to be done in the office and I might have had most of my time free. In fact, it was expected that I would. But thanks to an immense curiosity about the business, I didn't; I stayed in

the office and read, and reread, every document I could lay my hands on.

When the chief came back, I was able to supply him with information on current affairs and even on things which had occurred before I came with the business. And I could relieve him of more work than he had expected I could. It had all come about in the simplest possible way, that would have been open to anyone, yet it made a considerable impression on him.

The second outside task—of course, there were other smaller ones in between—came a year or so later. Mr. Edison's technical representative in London was getting out a report on electrical developments in England and on the Continent. He wanted a stenographer to work with him evenings, for perhaps two months, and he asked me if I couldn't find one for him.

By this time I had become fairly well informed on the commercial side of the business, but on the technical side I was still pretty ignorant. It struck me that here was my opportunity to brush up on that side, and I volunteered for the job.

It was hard work. It kept me busy often until midnight, on top of unusually active days, as it turned out. But it brought quick results.

This is the way they developed. The technical man went to New York with his finished report. While he was away he wanted someone in the London office to keep posted on certain European properties in which he was interested, and to send him weekly reports. I was chosen to do it. I was chosen simply because of the familiarity with the properties, and with the requirements of this technical man, which I had gained from my evening sessions with him as a stenographer.

In the ordinary course, the weekly reports were shown by the technical man to Mr. Edison. There was nothing elaborate or difficult about them. They were simple compilations of certain data, which my work with the technical man had made it easy for me to prepare. But they showed a familiarity with the properties, and with other details of the business, that Mr. Edison liked. It happened that he himself was needing a secretary at the time. He asked

the technical man about me, and then sent for me.

You see how directly one of the unnecessary tasks brought the opportunity; how the two of them together had prepared me for it; and how impossible the opportunity would have been but for my undertaking those tasks, no matter what sort of natural ability I might have had. As a matter of fact, the real opportunity was *not* the call from Mr. Edison, but the chance at those bits of outside study and work. And there are similar opportunities opening up from every job.

I found them again when I became Mr. Edison's secretary, although it was not so easy to take advantage of them. The actual requirements of the work were stiffer. The night I landed in New York—I got there about six in the evening—I called on Mr. Edison immediately, and worked straight through with him until four in the morning. That was unusual; but even under ordinary conditions there was a good deal of overtime work. Mr. Edison was as likely to be in his laboratory at midnight as at midday. Often the most convenient time for him to attend to his business affairs was after he had finished in the laboratory. It was not uncommon for me to spend the day in the office in New York and then go down to his home at Menlo Park, in New Jersey, for a session with him at almost any hour of the night.

In spite of these long hours on many days, there were still opportunities to learn more about the business than I was actually required to know. Mr. Edison helped to make these opportunities, as any good executive would. He used to stay after his own work was finished and explain things to me.

Gradually I was able to relieve him more and more of business matters. At first, I only handled his correspondence, with his help. Then I handled it mostly without his help, and certain other business matters as well. Finally, I was put in full charge of all his business interests.

So much for my own experience. The experience of all the principal executives in our organization has been fundamentally the same.

You asked me how we have selected and

trained these executives. In a way, they have selected and trained themselves, by this method. By the time there was a vacancy somewhere higher up, we had unconsciously absorbed the fact that a certain man had the ability to fill it.

Take a typical example, that of a secretary I had some years ago. He began by doing quite a surprising lot of things more satisfactorily than I expected. He catered to my peculiarities, you might say. For example, I get down to the office pretty early, often before eight o'clock. But I never managed to arrive before this secretary. He did not, by chance, come in after me some morning, and thus find out that I liked to get down early. In some way he found out before that happened, and kept it from happening.

He did a number of things like that—little things most of them, at first. But a manager naturally generalizes from small things. My thought was that a man who handled a small matter with such care would hardly slight a larger one.

The secretary kept on confirming and elaborating that first impression. Soon after he came with me, we made a trip to London together. I had a long list of people to see there, and I was doubtful about getting through with them all with any comfort, because for the first time but one in years I was going without a secretary who knew them all well, knew where they were to be found, and what my relations with them were. The one previous time, in recent years, that I had gone without an experienced secretary had been full of exasperation.

But this new secretary was different. He didn't apparently have to spend any time at all in getting onto the ropes after we reached London. He seemed to know them already. He hadn't been there before; but in some way—by going through old correspondence back in Chicago and by talking with men who had traveled with me before, I suppose—he had prepared himself so that the trip went through about as smoothly as if my old secretary had been along. And all this without more than the barest suggestion from me.

Well, you simply can't keep from promoting a man like that! It hasn't been many

years since that secretary started with us, but he is now one of our principal executive officers.

One of the great advantages of this constant effort to be more serviceable is the alertness it usually gives a man to suggestions for improving his work, even if the suggestions are only implied. The fact is that the best suggestions in the air in any office are likely to be apparent only to people who are peculiarly sensitive to them—who are on the lookout for them.

Some years ago we had a new clerk who was starting off by allowing things to accumulate on his desk. That is, of course, a bad habit to start. Everything ought to be disposed of every day, even if the disposition is only a definite decision to lay it aside for future consideration. The things a man leaves on his desk overnight are usually things he just hasn't been decisive about. And if a man, when he is just beginning, and hasn't much to do, habitually fails to dispose of the matters before him, you are likely to think he will follow the same course in a higher position, where more and larger matters will come to him.

This young man was somewhat influenced, I imagine, by the bad example of an otherwise excellent older employe in the same room, who left things on his desk.

One way to handle the situation would have been to call both men in and tell them plainly where they were wrong, and why. I have done it that way sometimes; but there are other ways that often are more satisfactory, and on this occasion I used one of them. I called in the older man and asked him to speak to the new man about leaving things on his desk. And I suggested that it would probably be better if he did it as if on his own initiative, without mentioning me.

The next morning both men's desks were clear. Neither knew that I criticised him. The older only knew that I had criticised the younger; and the younger did not know that I had spoken at all. But both were quick to get the point; and it showed something about them that I liked to see.

There is a great deal to be said for the explicit methods of training executives which more and more managers are using today. Doubtless it does help if they state

point-blank—one, two, three—just what constitutes executive ability and how the various points may be developed.

The trouble, from the employe's standpoint, is that such methods are not yet in general use. Many managers still find that they can get all the executives they need without going to so much bother about it. Moreover, there is a conviction among them that, whereas there may be a good deal of executive ability in the organization that could be dug up, the best of it rises to the top by some buoyancy of its own. I do not justify this view, I simply state that it exists and that it satisfies the requirements of large numbers of managers. So long as that is the case, the man who waits for explicit instructions, and does not meantime sharpen his senses for useful hints, stands a good chance of remaining where he is.

The effort to do more and better work than was expected, therefore, has been, in my experience and in the experience of the men who have grown up with me, the biggest factor in promotions.

But there have been two other important factors: One is patience—especially in the matter of salary increases. Sometimes, of course, a man should ask an increase—firmly. No one has a right, to say nothing of his desires, to deprive himself of the sort of encouragement to good work that comes through the pay envelope.

But until he is sure he has a water-tight case, he had better give the manager the benefit of the doubt. He'd better tighten up his case, not present it just yet. For a premature demand for an increase means a great deal more to the manager than may appear. It means that the employe is thinking more of his own interest than of the company's; and that is deadly. The precise thing you want to know, before you push a man ahead, is that he will put the company's interest first. Then you can feel tolerably sure that if he reaches a point where the company cannot easily get on without him, he will not try to hold it up.

Half the battle is choosing the right place to work, getting at least near to the sort of thing we want to do. But a great many men seem to forget that even after they have found a good place to work, they are still not going to be entirely satisfied with

everything connected with it. That is what all the men who have gone ahead have seemed able to remember. They have kept a sense of proportion about really minor things which didn't please them—especially those things they weren't in a position to correct—and have gone serenely on with the main business. Sometimes, by that policy, they have got themselves into a position to correct some of the things they hadn't liked—to our advantage as well as to their own. Or they may have got the chance to revise their own misapprehension about them.

This kind of loyalty is a prime essential if the qualities I have been talking about are to have a fair chance to do their work.

I don't want to imply that everyone has it in him to do executive work. That probably is not so—although I suspect it is more nearly so than is commonly supposed.

Good business management is, after all, just another phase of good personal management. A man who can handle his own affairs well can usually direct others.

But I would not generalize too far. Certainly there are men who are happier without executive responsibility, and who seem to have been cut out for private soldiers. My point is simply that a good many men who have it in them to be executives, or to become bigger executives, keep themselves out of those classes by wrong methods which might rather easily be set right; that the men I have seen go ahead have done it by means that have been perfectly practical for others whom I have seen stand still.

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Another Case Where Hard Work Won

The old, old story of hard work and attention to opportunity overcoming a lack of education and "pull" is to be seen in the history of Edward H. Shaughnessy, once a Chicago messenger boy, now second assistant postmaster general of the United States, in charge of the railway and air mail service of the country.

The recent appointment of Colonel Shaughnessy (he has a war record with the Thirteenth Engineers) by Postmaster General Will H. Hays, is a tribute to railroad training that came largely in the vicinity of Chicago. He is a native of Chicago, born in 1883. His only schooling was in the grammar school at Green Bay, Wis., from which he was graduated. He then came to Chicago, carried messages for a time, and learned telegraphy.

According to the newspaper accounts of him, he became ticket agent at the Elgin station of the Chicago & Northwestern when he was only 15 years old. Then he moved up, becoming successively telegraph operator, chief operator, assistant train dispatcher, train dispatcher, assistant train master and train master. When the superintendent was ill, he took charge.

When appointed to the Postoffice Department, Colonel Shaughnessy was assistant director of the American Petroleum Institute, New York City. In accepting the federal appointment, he is reducing his salary by many thousands of dollars.

Colonel Shaughnessy joined the Thirteenth Engineers as first lieutenant when the war broke out. He studied French until he spoke it fluently and worked up a book of rules, adapting American methods to French practice. So they promoted him fast. He was praised by Brigadier-General George Van Horn Mosely, assistant chief of staff, for his work as superintendent of the transportation corps in the Chateau Thierry region, and as general superintendent at Is-sur-Tille during the St. Mihiel and Meuse-Argonne offensives, and as general manager in the zone of advance.

He was given the distinguished service medal by General Pershing "for exceptionally meritorious and distinguished service."

"In the performance of his manifold duties he constantly displayed marked enthusiasm, originality, and sound judgment," the note of award read. Last year he was made a colonel in the reserve.

Cross-Section of Chicago History Found in Cutting Subway Now in Use

Randolph Street Crossing Eventually Will Open Into New Suburban Station

The thing of greatest interest about the completion of the Illinois Central's Randolph street subway, connecting the west side of Michigan avenue with the Randolph street suburban station, Chicago, is that it is the first permanent step toward electrification of the Illinois Central's Chicago terminals. The subway was opened to public use March 25.

The following article by C. H. Mottier, office engineer of the Chicago Terminal Improvement, will be found highly interesting.

By C. H. MOTTIER

ON JULY 21, 1919, the Chicago City Council passed the Lake Front Ordinance, which deals with the development of the lake front and various railroad improvements, including the construction by the Illinois Central Railroad Company of a new passenger terminal.

The ordinance, which represents the result of many years of negotiations among the various interested parties, makes possible the construction along the lake shore of a park system which will be unsurpassed and which will assist in the realization of the dreams of her early planners to make Chicago the "city beautiful."

The ordinance requires the Illinois Central Railroad Company to operate its trains on the Chicago terminal by electrical motive power. In connection with the electrification of its suburban service, the railroad company proposes to reconstruct the Randolph Street suburban station, which is the northern terminus of the suburban service. The station is north of Randolph street and east of Michigan avenue. Due to the fact that the business district is west of Michigan avenue, it is necessary for the suburban patrons to cross that thoroughfare in going to and from their trains. An average of approximately 30,000 passengers use the station daily. During the late afternoon as many as 5,000 suburban patrons cross Michigan avenue in the thirty minutes between 5:15 and 5:45 o'clock.

Michigan avenue has long been the principal north and south automobile thoroughfare in the city. It has just recently been widened north of Randolph street to a width of 127.5 feet, corresponding to the width south of that street, and a double-deck bridge constructed across the Chicago River. With this improvement, it has become the most heavily traveled automobile thoroughfare in the world. The city officials had



Cutting Half at a Time; Completed, Note the Entrances

this situation in mind at the time the Lake Front Ordinance was being prepared, and when the railroad company requested the right to rebuild the Randolph street suburban station, the city immediately made that grant contingent upon the railroad company's constructing at its own expense a subway crossing Michigan avenue which would reach the new suburban station and thereby relieve the interference to the high speed automobile traffic caused by suburban patrons' crossing the street at grade.

Had to Start Work at Once

By the terms of the ordinance, the railroad company was not required to complete its suburban electrification and the construction of the new Randolph street station for seven years after the acceptance of the ordinance. The city officials, however, were desirous of completing the subway at once. They therefore required the railroad company to begin the construction of the subway ninety days after acceptance of the ordinance, even though the new station to which the subway was to connect need not be completed for seven years.

The railroad company began the preparation of plans immediately upon the acceptance of the ordinance, February 20, 1920. The contract was let and ground broken the latter part of August.

Arrangements were made with those in authority to close half of the street at a time. To accommodate the heavy traffic, it was necessary to utilize the sidewalk for roadway purposes. One direction traffic would use half of the roadway, and the other the sidewalk. This arrangement made half of the street available for construction operations, and it was possible to prosecute the work by the open-cut method instead of tunneling under the street, which would have been slow and costly. As soon as one-half of the subway was completed, traffic was diverted back to that side, and the other made ready for construction operations.

Some of the Obstructions Found

The usual interesting obstructions and difficulties accompanying sub-surface construction projects were found to consist mainly of the rearrangement of public utility

facilities. Several gas mains, the largest of which was 20 inches in diameter, lay directly in the line of the subway and had to be re-adjusted before its construction was possible. Water mains serving the city fire protection system were depressed completely under the foundation. Two Chicago postal pneumatic tubes used to convey parcels of United States mail between postal sub-stations by air pressure were raised so as to pass through the roof or deck construction of the subway. High voltage and domestic service duct lines of the Commonwealth Edison Company, together with electric ducts for several other utilities, telephone and telegraph wires and cables, were likewise re-located.

A Cross-Section of Chicago History

Many interesting pages of the history of Chicago's early and rapid development were opened with the excavation for this work, carrying one back to the days when the city's water supply was distributed through hollow logs, to the days when a bed of gravel over a base of 1-inch boards was the forerunner of the present magnificent boulevard pavement, later to be supplanted with the round cedar blocks; then the granite block, bringing us up to the present with a pavement of sheet asphalt, over which is the last word in paving, asphaltic concrete. These different layers of pavement also represent a growth upward of several feet, as a result of the city's early attempt to lift herself out of the mud and protect herself from the waves of Lake Michigan.

An Early Competitor of the I. C.

Memories of the old shore line were refreshed by uncovering the old timber bulkhead which established the early water-line near the present east sidewalk of the avenue. The top of this bulkhead was approximately eleven feet below the present sidewalk level. The old beach was clearly indicated, and a well-defined line existed between the lake sand and the filling material, which first lifted Michigan avenue well above the lake level.

Evidence of early suburban competition was uncovered in the remains of the old Cottage Grove street car cable line, which operated on Michigan avenue between

Washington and Randolph streets, looping around a small public park now occupied by the Chicago Public Library.

It was found necessary to flatten a large brick trunk line sewer just below the floor line of the subway, the location of which necessitated the installation of electrically operated automatic bilge pumps to raise drainage from the floor into this sewer outlet.

All energy was at first directed toward constructing only such part of the structure as was necessary to receive the steel roof or deck, and replace the pavement over it to allow traffic to revert to its regular course as quickly as possible. This operation was accomplished in approximately ninety days. Attention was then directed to the construction of the kiosk entrances and interior finish of the subway.

Entrance at Public Library

The west entrance, or kiosk, is just off the west line of Michigan avenue in Randolph street, immediately adjoining the Chicago Public Library on the north. It is constructed of Concord, Mass., granite and covered with a slab of reinforced concrete supported by ornamental iron.

The east kiosk is just off the east line of Michigan avenue and forms an opening through an ornamental stone wall partly surrounding Grant Park. It is constructed of ornamental artificial stone, steel and concrete. Each kiosk has been treated archi-

tecturally to harmonize with its environment.

The subway proper is 16 feet wide, 8 feet high and 146 feet long, not counting the stairs. The walls are lined with white enameled tile, and the ceiling is covered with cement plaster, painted a cream white.

Lighting System Automatic

The entire subway is encased in a waterproof membrane which is embedded in the concrete on the sides and bottom and protected by the pavement base on the roof. In order to provide floor drainage so that the subway can be flushed out, a complete system of interior drainage has been provided, which as previously mentioned is operated by an automatic bilge pump discharging into the sewer under the subway.

The lighting system is equipped with a time switch and so divided into circuits as to control automatically such lighting as is not needed continuously.

Provision has been made at the east end of the subway to permit of its future extension eastward directly into the new station. Suburban patrons can then enter the subway at the west side of Michigan avenue and proceed to the station in a direct forward movement without further use of stairs. The full benefit of the subway will then be realized.

The accompanying photographs show the subway as now built and illustrate in a general way the method used in its construction.



Looking West Through the Tube; View of East Entrance

“No Exception” Campaign Is Successful on Our Southern Lines

Figures Presented Herewith Show Marked Decreases From Other Months

By C. G. RICHMOND
Superintendent, Stations and Transfers

A REDUCTION of more than 70 per cent in the number of exceptions received against stations on the Illinois Central southern lines and the Yazoo & Mississippi Valley in the handling of less-than-carload freight was brought about in the “No Exception” campaign last month. Only 879 exceptions were charged against these stations in April, as compared with 3,020 in March, 1921, and 5,107 in October, 1920, the month of heaviest traffic.

The “No Exception” campaign is being carried on this month on the Illinois Central northern and western lines.

As this is written it is yet too early to determine the rank of the competing divisions, in the determination of which the amount of less-than-carload tonnage originated is used. However, the entire record is one of which the officers and men may well feel proud, not only those of the competing divisions, but of the entire system. It is well known that the Illinois Central System is one of the leaders in holding down the number of exceptions, which are so fruitful of claims.

Great Reduction Apparent

The following shows the exceptions which were received against the two grand operating divisions last month, with the totals compared with the totals for March and October:

	I. C.		
	Sou Lines Y&MV Total		
Shorts	46	108	154
Bad Orders	146	218	364
Pilferages	10	32	42
Overs	102	98	200
Astrays	46	73	119
<hr/>			
Total April, 1921.....	350	529	879
Total March, 1921.....	1,426	1,594	3,020
Total October, 1920.....	2,311	2,796	5,107



C. G. Richmond

The campaign was marked by the co-operation of all officers and employees. Superintendents, trainmasters, supervising agents, master mechanics, yardmasters and agents conducted personal campaigns with all employees under their supervision, holding meetings at which the earnest co-operation of the individual employee was sought to obtain the best possible results in the handling of freight during the month.

Unusual Care Was Shown.

Platform foremen held 10-minute meetings daily with their forces. The agent or foreman at principal stations made frequent trips on local freight trains. Agents at loading stations placed a form addressed to the conductor or agent (if loaded at a break bulk station) in each jacket containing merchandise

waybills, requesting return information relative to the condition of lading and any exceptions noted. The agents at larger stations solicited the co-operation of shippers in the proper packing and marking of shipments.

In order to overcome exceptions caused by rough handling and improper stowing of cars, at least two tests a week were made at larger merchandise loading stations, inspecting lading at the close of the day's business and again after the cars were placed in trains to go forward, and through destination merchandise cars were bulkheaded when the nature of lading required this additional protection.

Campaign But a Beginning

Inspectors from the department of stations

and transfers were assigned to each division one week prior to the inauguration of the campaign, co-operating with division officials in assisting to make the drive a success, and remaining on the respective divisions during the month.

I am confident that the campaign is but the beginning of a marked improvement in the handling of less-than-carload freight on the Illinois Central southern lines and the Yazoo & Mississippi Valley Railroad.

The table presented herewith shows the total number of exceptions which were charged against principal stations and the divisions for the period of the campaign.

(See opposite page.)

A Little Chuckle Now and Then—

"Maw?"

"Well, Junior—"

"Paw don't know much about music, does he?"

"Not very much; but why do you ask?"

"At the show this afternoon a man told Paw the lady on the stage was singing high G and Paw said it sounded like L."

Professor in Agronomy—Name three articles containing starch.

Student—Two cuffs and a collar.—*Lombard Review*.

Wherein Rastus expresses the sentiment of the average man who has just paid his income tax:

"Rastus, loan me two bits," said Sambo. "The old wolf's a-scratchin' at mah do'."

Rastus shouted: "Go 'long 'way from heah, niggah; you don't know nothin'. That ole wolf's done scratched under mah door and had pups in mah kitchen."—*Central District*.

"Is there any money in a perpetual motion machine?" asked an inventor.

"I guess there is," said the man with the red tie. "I have a little machine in my store that would bring me in millions if I could keep it in perpetual motion."

"What is it?" asked the other.

"A cash register."

"The Eighteenth Amendment just ruined my uncle's toad farm."

"Don't see the connection."

"He used to sell their hops to the brewery."

A farmer hitched his team to a telephone pole.

"Here!" exclaimed a policeman. "You can't hitch there."

"Can't hitch?" shouted the irate farmer. "Well, why does the sign say, 'Fine for hitching'?"—*Bessemer Monthly*.

"Jonas," ordered the farmer, "All the clocks in the house have run down. Wish you'd hitch up and ride down to the junction and find out what time it is."

"I ain't got a watch. Will you lend me one?"

"Watch! Watch! What d'y'e want a watch for? Write it down on a piece of paper." *

"Tell me truly, does the baby really take after its father?" asked Mrs. Jones.

"Yes, indeed—why, when we took the darling's bottle away, he tried to creep down the cellar stairs."—*Bottler*.

Minister—Would you care to join us in the new Missionary Movement?

Miss A La Mode—I'm crazy to try it. Is it anything like the Toddler?

**Number of Exceptions Received Against Stations on
Illinois Central Southern Lines and Yazoo &
Mississippi Valley in April, Compared with
March, 1921, and October, 1920**

Division	Station	Shorts	Bad Orders	Pilfer-ages	Overs	Astrays	Total April	Total March, 1921	Total Oct., 1920
Kentucky	Central City	0	0	0	0	0	0	1	1
	Louisville	7	20	0	14	5	46	290	456
	Paducah	4	11	4	7	3	29	120	151
	Princeton	0	0	0	0	0	0	6	10
	Other Stations								
	and Train Crews	0	4	0	3	0	7	75	94
	TOTAL	11	35	4	24	8	82	492	712
Tennessee	Jackson	0	2	0	0	0	2	19	44
	Birmingham	6	3	2	8	2	21	67	113
	Dyersburg	0	0	0	0	0	0	18	25
	Fulton	1	1	0	1	1	4	25	34
	Other Stations								
	and Train Crews	0	3	0	0	0	3	72	131
	TOTAL	7	9	2	9	3	30	201	347
Mississippi	Water Valley	0	1	0	0	0	1	3	2
	Durant	1	7	0	0	1	9	15	52
	Grenada	1	0	0	0	0	1	15	25
	Other Stations								
	and Train Crews	6	8	0	10	4	28	70	126
	TOTAL	8	16	0	10	5	39	103	205
Louisiana	Jackson	4	23	2	2	5	36	195	327
	Yazoo City	0	1	0	0	0	1	21	67
	McComb	1	0	0	1	0	2	9	8
	Other Stations								
	and Train Crews	0	13	0	5	4	22	56	113
	TOTAL	5	37	2	8	9	61	281	515
New Orls. Term.	New Orleans	15	49	2	51	21	138	349	532
Memphis	Greenwood	1	1	3	0	0	5	30	64
	Clarksdale	0	0	1	0	1	2	43	78
	Tutwiler	0	1	0	0	0	1	7	17
	Helena	0	1	0	0	0	1	7	6
	Other Stations								
	and Train Crews	1	4	7	2	2	16	126	313
	TOTAL	2	7	11	2	3	25	213	478
Vicksburg	Greenville	0	3	2	0	1	6	31	57
	Leland	0	0	0	0	0	0	0	0
	Rosedale	0	0	0	0	0	0	3	3
	Other Stations								
	and Train Crews	1	4	3	3	4	15	61	60
	TOTAL	1	7	5	3	5	21	95	120
New Orleans	Vicksburg	5	12	3	17	3	40	107	166
	Baton Rouge	3	9	3	3	2	20	56	106
	Natchez	0	8	0	0	4	12	21	20
	Other Stations								
	and Train Crews	1	8	0	7	17	33	114	124
	TOTAL	9	37	6	27	26	105	298	416
Memphis Term.	Memphis	96	167	10	66	39	378	988	1782

BUSINESS GETTERS



These twenty men and women, who are employed in the accounting department of the Memphis division at Memphis, Tenn., are business getters for the Illinois Central and the Yazoo & Mississippi Valley railroads. Superintendent V. V. Boatner writes that they have canvassed the Memphis territory thoroughly and secured a large number of orders and routing instructions.

They are, from left to right: top row—E. Mitchell, E. L. Galloway, N. Brien, D. H. Pope, C. H. Miller, J. H. Wiley, J. V. Digel; middle row—Miss Adron Smith, Mrs. H. E. Frederick, Miss Ada Johns, Joe Concklin, Miss Diamond Crowe, Mrs. W. H. Wolf, Miss Jauwice Tabb; bottom row—C. B. Hall, C. M. Coburn, T. H. Canon, G. M. Digel, R. C. Lipsey, D. C. Clark.

AGENTS REORGANIZE

Increased efficiency is the object of the reorganization of the Agents' Association of the St. Louis Division of the Illinois Central, which took place at Centralia, Ill., on April 4, following the regular loss and damage meeting. The next meeting probably will be held in May.

The following officers were elected: President, J. D. Ladd, Cairo; vice-president, W. H. Rhedemeyer, East St. Louis; secretary-treasurer, B. Runalls, Carbondale.

The following members were present:

Agent C. N. Scott, Murphysboro; C. W. Cary, Centralia; I. C. Barbee, Herrin; A. M. Mathis, Tamaroa; G. W. Mercer, Marion; M. J. Moffett, Pinckneyville; W. A. Steers, Metropolis; F. M. Block, Mounds; C. R. Isherwood, Du Quoin; J. D. Ladd, Cairo; W. H. Rhedemeyer, East St. Louis; B. Runalls, Carbondale; B. F. Williams, supervising agent, Carbondale.

President Ladd was introduced to the agents present by Supervising Agent Williams, after which President Ladd made a talk outlining each man's duty to the Illinois Central and requesting that each man go home from the meeting determined to develop at least 50 per cent more efficiency at his station.

President Ladd then called in turn each agent personally for a short talk.

Supervising Agent Williams and Traveling Freight Agent F. E. Wallace were taken into the organization as honorary members.

On request of the agents present C. G. Richmond, superintendent of stations and transfers, was also taken into the organization as an honorary member and has been requested to be at the next regular meeting to make a talk on the handling of freight in general.

ON THE LEVEL OF RATES

Although there have been reductions in prices, the general scale is still in advance of the cost of railway transportation as compared with pre-war conditions. In other words, the advance in general prices is still greater than the advance in transportation costs, taking the ante-bellum figures as a basis.

Conductor T. O. McCarthy, of Waterloo, is one of the members of the Illinois Central family who has been making a point of that fact in his talks with patrons who express themselves against a continuance of the present level of rates. The real argument for continuing the present rate level is entirely separate, of course, but a reminder of that comparison is timely, in view of the arguments put forth for making declining prices a signal for decreasing rates.

The incident also shows that Conductor McCarthy is one of the many Illinois Central men who are using their heads.

The Busy Bee and the Orderly Orchard Turn Spare Time Into Money

Occupations Yield Pleasure and Profit to Employees at Centralia, Illinois

IT has been said that you can tell the successful man from the unsuccessful man by the way he puts in his spare time, since the effort put forth in regular working hours is more or less the same for all.

The Illinois Central boasts many forward-looking employes who are putting in their extra time at good money-making work. Occasionally they are making names for themselves in occupations entirely outside their regular employment with the company.

Centralia, Ill., is the home of several of these men. One is J. T. Adams, a fireman, who is getting himself into the orchard business. Another is Vernon C. Welch, also a fireman, who finds that bee keeping gives him good extra-time occupation and a motor car, the latter the product of two years' profits from his twenty-five colonies of bees.

Mr. Adams lives at 205 South Walnut Street, Centralia. He is married. His regular occupation is firing over the district south of Centralia. Every third day he has about six hours to spend on his orchard.

Mr. Welch, the bee keeper, lives at 828 East Fifth South Street, Centralia. He likewise is a fireman and married. His bees

are on the farm of a friend, four miles west of Centralia.

Money and Other Advantages

Both Mr. Adams and Mr. Welch have found the joy there is in keeping busy and in touch with affairs distinctly different from their usual line of work. One has realized, and the other expects soon to realize, practical results in the shape of money in the bank and money invested in the various good things of life. The profits they make, or will make, are clear gain above and beyond those they realize from the Illinois Central. And when the time comes for them to retire, they will know some other line of work into which they can put their best efforts.

Bee keeping, Mr. Welch has found, is a nice side line for spare-time occupation. As he has always been interested in nature, he finds that the work yields him pleasure as well as profit. That the profit, however, is nothing to be overlooked is testified to by any visitor who has had the opportunity to ride in Mr. Welch's motor car. That car (shown in the picture) was bought with the money Mr. Welch cleared in his side line



Mr. Welch, the Motor Car, and the Bees That Earned It

venture in 1917 and 1918. As a concrete example of what extra-time work will accomplish Mr. Welch's motor car ought to have a prominent place in this story.

Not Always a Farmer's Job

Incidentally, that car enables him to get to his bees and back to town with a minimum loss of time. However, he points out that bee-keeping is not necessarily a farmer's job; it can be done about as well in town as out of town. Little space is required; the knoll he has fenced off on his friend's farm is probably less than ten yards square, yet it gives him plenty of room for his bees.

Mr. Welch has had bees about six years. He bought just a few to start with, and has gradually added to his equipment until now he has twenty-five colonies. In adding to his stock, he generally buys from some farmer who has had a few and who is selling out preparatory to moving to town. Some good bargains are to be picked up at sales, he has found; generally he has paid from \$3 to \$10 for a colony. There is no set price, he says. Sometimes bees are bought by the pound, but Mr. Welch advises the beginner to get them already in a colony.

Uses Government Information

About 8,000 or 9,000 bees are to be found in a colony, he has heard, though he has never taken the trouble to count his. The average life of a worker is six or eight weeks in the summer months. A queen bee ordinarily is not kept more than two years, although they have been known to live five years. Bee disease is the worst enemy the bee keeper has, Mr. Welch says. One of the first things he advises is a study of this subject, usually from bulletins printed for distribution by the government.

Mr. Welch also recommends the Italian bees—the golden ones—in preference to the black variety. They are quieter, he believes, although anyone is in danger on cold and wet days, when the bees—like most human beings—are irritable. Even with the quietest bees, Mr. Welch says, it is best to use screen protections for the face and hands when working around the hives.

Extracts His Own Honey

In addition to the outlay for the bees, the

hives, and the owner's protection, Mr. Welch has found it profitable to buy an extractor to prepare his own honey for the market. This enables him to use the same combs from one year to another. The bees produce more, he says, when they have the comb to start with. He says he has had as high as 250 pounds of extracted honey from one colony. At Centralia he can get 30 cents a pound for this in 10-pound pails. Thus, that one colony brought him on that one occasion a check for \$75—not a bad bonus for spare-time work!

Although at times when flowers are scarce Mr. Welch has had to feed his bees to keep them alive, he believes that it has been money well invested.

Good Honey From Spanish Needle

Around Centralia the white clover season starts about June 1. This busy season for the bees lasts about two or three weeks. Then again in the last of August and the first of September the main honey flow comes from the Spanish needle, a yellow-flowered plant that grows in wheat fields and on waste land. This honey from the Spanish needle, Mr. Welch declares, is even better than the clover honey. It has a golden color when extracted and a very fine flavor. About the last of September the honey is taken off, and the summer's work is over.

As to the care of the bees, aside from looking out for bee disease, Mr. Welch believes that it is not necessary to be with the bees himself when they are swarming, if someone else can watch. For methods of preventing swarming, he refers to government bulletins and to a book on the "A. B. C. and X. Y. Z. of Bee Culture." In the winter the bees should be packed and put away in a case where they will not be exposed to the weather. The government has good bulletins on this, too.

Land Needed for This Work

Mr. Adams, in contrast to Mr. Welch, has a sideline occupation that requires the use of some land. Fruit-raising is his work.

In the fall of 1919 he fell heir to ten acres about nine miles southwest of Centralia. For a good many years before that he had been thinking of doing something in his spare time, as doubtless many thousands of

Illinois Central employes are thinking this minute. The possession of the land and a motor car to reach it gave him just the opportunity he had desired.

The land around Centralia is not well adapted for successful farming of the usual sort. Fruit raising is about its best industry. So Mr. Adams in the fall of 1919 and the spring of 1920 set out 220 apple trees and 400 peach trees. As the soil has hard-pan on top, he used dynamite for shooting out the holes for the trees.

Practically all the trees he set (purchased from a nurseryman) were one-year growths, mere "whips," as he calls them. His idea

that grows one year raises peaches the next; the bearing surface advances, so that it is necessary to prune peach trees more severely than apple trees. It is necessary to keep the top down and to keep the supply of new wood growing.

Mr. Adams doesn't want anybody to get the idea that you can just set the trees out and forget about them. Handling an orchard requires about as much attention as a crop of corn, he says—that is, if you want good results. A good many orchards in his neighborhood have died from lack of care.

Proper cultivation is especially important. The ground should be broken under and be-



Mr. Adams and His Trees; Note Where He "Headed" Them

in setting out such young trees was to enable him to make the "head" of the tree low, so that the fruit can be handled without difficulty when the time comes for a harvest. Most nurserymen, he says, "head" a tree at from 28 to 36 inches. In order to be on the safe side, he "headed" his apple trees at 18 inches and his peach trees at from 6 to 10 inches.

Where Apples and Peaches Differ

This apparent great difference in handling the apple trees and the peach trees he explains by pointing out that the apple tree raises its fruit on spurs grown on the branches; it is necessary to save the spurs, as the fruit will not grow when they are destroyed. Peaches, on the other hand, he explains, grow on new wood; the new wood

tween the trees every ten days or two weeks to keep it loose and to enable it to absorb all the moisture possible. The latter is important, since there is frequently a dry season in late summer in that part of the country.

How to Shape the Trees

In shaping the trees, the orchard man should cut off the heads at the height desired while the trees are dormant. When the buds break in the spring, he should select those he wants to form the framework of the tree—mostly at the top—and rub the rest off.

A cover crop between the trees that will yield something on its own account and at the same time build up the soil is also desirable. Last year Mr. Adams used cowpeas, and this year he is going in for buckwheat, which has been recommended to him as

leaving the soil in a good physical condition.

Some expense, naturally, is attached to going into the fruit-raising business. In addition to the cost of the trees, the beginner ought to have a cultivator and something to pull it, a harrow, fertilizer, and tools for trimming the trees. Mr. Adams advises anyone contemplating the orchard business to look forward to some good hard work. So far, however, he has managed to handle it almost altogether in his spare time, with occasional assistance from his 14-year old son

Must Select Right Variety

It is well to consult a nurseryman before starting, he advises, and also to select the variety of fruit best adapted to the particular locality. Southern Illinois he recommends as good for any kind of fruit, except perhaps cherries. The frost has not been a common trouble there, although this year it caused considerable damage because it followed an early spring that gave the trees a growing start.

As to profit, Mr. Adams cannot speak from his own standpoint, as it will be some time yet before his trees begin to bear. However, he points out that almost any small yield from fruit will give a better return than any other crop in that part of the country, as fruit is the best thing the soil will produce. Last year the yield from a 40-acre apple orchard sold for \$3,500 on the trees, which any mathematician can figure out as a highly profitable return from land that sells ordinarily around \$75 an acre.

Goes in for Berries, Too

Mr. Adams does not confine himself altogether to fruit that grows on trees. He has about a quarter of an acre of strawberries, some 3,000 plants. He has also about a hundred fall-bearing red raspberry bushes (called the St. Regis) which give two crops a year. This is a variety uncommon in this part of the country. Scattered here and there over his ten acres are samples of various kinds of berries and garden vegetables. He has some of almost everything from grapes to potato onions.

In addition to the return he anticipates from his spare-time venture, Mr. Adams appreciates the opportunity he has to study the processes of nature. He cites the case of

brar fruits, such as blackberries and black-cap raspberries, which grow their "canes," or stalks, one year, produce fruit the next year, and then die. This is the reason dead briars are such a common sight. The stalks should be cut out after they have yielded their one crop. When the growing stalks lean over and touch their tips to the ground, new stalks spring up there, so that a new stalk is growing one year while the parent stalk is producing its fruit.

Fruit and Bees Go Together

In connection with the discussion of fruit and of bees, it is a good idea to combine the two kinds of work, according to J. R. Wooldridge, Pullman conductor on the Illinois Central between Chicago and Carbondale. Mr. Wooldridge, who lives at 2021 West 70th street, Chicago, has had much bee-keeping experience. At present, he is interested in having every fruit-grower keep at least a few colonies of bees for the assistance that they give in pollenizing the blossoms while engaged in gathering honey for themselves and their owner. An additional argument he advances is that a fruit-grower is likely to spray his trees at the right time to spare the lives of his own bees, and thus keep free from danger the bees belonging to other persons.

ADVICE GOOD IN MAY, TOO

AGENTS:

- P—Prevent Exceptions.
- R—Recooper ALL Broken Packages.
- E—Exercise Great Care.
- V—Very Best Efforts Required.
- E—Earnest Co-operation Necessary.
- N—Never Depend on the Other Fellow.
- T—Take Hold With a Determination.

- E—Exceptions Mean Claims.
- X—X'tra Care Is Rewarded.
- C—Cultivate and Practice Being Careful.
- E—Erroneous Freight Checking Means Exceptions.
- P—Perfect Stowing of Freight Essential.
- T—Talk Claim Prevention.
- I—Ignorance Is the Poorest Excuse.
- O—Only Honest Efforts Will Win.
- N—Never say CAN'T.
- S—Say I WILL DO IT.

W. B. SIEVERS, *Inspector,
Stations and Transfers.*

Primitive Railroading in the Far East Described by an Employe

*J. J. Chalup Traveled and Observed 7,000 Miles
in Siberia and China*

A great deal has been heard recently about famine in China and general conditions of distress in the Far East. One factor contributing to these conditions has been the lack of adequate transportation facilities in that region. When one district falls short of supplying its own needs, it has not the ready recourse to another district, such as we in the United States enjoy. Everyone knows how easy it is to send material from one place to another in this country. This is because the United States, with its population of approximately 105,000,000 and area of 3,000,000 square miles, has 260,000 miles of railway lines. China, on the other hand, with a population three times that of the United States and an area a million square miles greater, has only 7,000 miles of railroads, or less than 3 per cent of the mileage in the United States.

Joseph J. Chalup, an Illinois Central employe, served with the American Expeditionary Forces in Siberia and had occasion to use the railroads in that region and in Eastern China. Below is his account of railroad accommodations in that part of the world, where a nickel is worth more than a dime, where sleeping-car patrons furnish their own bedding, and snow falls in June.

By JOSEPH J. CHALUP

Office of the Auditor of Passenger Receipts

WE were stationed in the Far East for a little more than a year, and I had occasion to travel some 7,000 miles in the interior of the broad and desolate countries of Siberia and Eastern China.

In the early spring of 1919 we left our winter quarters at Khabarovsk, Siberia, located 480 miles north of Vladivostok, destined for our new summer out-of-doors camp situated at Verkhne Udinsk, Siberia, 2,800 miles north. As the railroad in some parts of Siberia was in a dilapidated condition, it was necessary to take a round-about course through Eastern China.

The train was made up of one cook car, three supply cars and twenty-two berth cars, just sleepers of the boxcar type, on four wheels and minus brakes. Every car was equipped with a 4-foot iron stove set up in the center, and at night a double deck of berths was made out of boards at each end of the car, each deck accommodating six men with their heads toward the ends of the car and their feet toward the stove. Many unpleasant and uncomfortable nights were spent in this way, chiefly because the boards were not of the same thickness and because the scanty bedding consisted of only four blankets to each man.

Side Doors on These "Pullmans"

Early every morning, whoever was up first threw the side doors of our "Pullmans" wide open, and the crisp, invigorating spring air soon filled the car. The bunks were arranged to allow everyone a good view of the rolling country, and another day of excitement and good cheer was unfolded, so that the hardships and discomforts of the night before were soon forgotten.

The meals were served from our kitchen car enroute three times a day. The only time any real activity on the part of the men was noticeable was when the bugler sounded the mess call. A board placed slantwise from the car to the ground was immediately available, and the general wild rush for the chow line followed. The meals, when the weather permitted, were eaten along the tracks, fences and station platforms; otherwise the crowded cars served this purpose.

Most of the first two days was spent in a mountainous and rocky country, the road twisting in and out of tunnels and winding up and down and around the more massive rocks. Ascending some of the steeper slopes, one or two additional locomotives were often required to help us along. Descending reminded one of our "Figure Eight," as the brakeless train

was sent dashing helplessly from its dizzy heights to the plains below.

Leaving the mountains we soon pulled into Manchuria, where we made connections from the Trans-Siberian to the Chinese Eastern Railroad. The vast tracts of land throughout this country were heavily overgrown with weeds and grass. This indicated that, owing to the unrest of the country, farming had been neglected for more than four years.

After another two days we passed out of Manchuria into Mongolia. Here, too, farming was at a standstill.

Across the Gobi Desert

After a day of travel in Mongolia we entered that forsaken and barren waste known as the Gobi Desert. Here the only visible objects of civilization were an occasional caravan of weary Russian or Chinese merchants, or gypsies, usually accompanied by herds of camels and horses heavily laden with commodities. These were often followed by large flocks of sheep and other livestock traveling far behind. Several trails leading to the principal cities of Siberia and China cross the heart of this desert, the Peking trail being the longest.

Nearly two days were spent before this vast stretch of loneliness was crossed. About a day's journey out of the desert the weather commenced to get cooler, and we were soon aware that Siberia was not far away.

Another two days, and, to our sorrow, the ten days of our journey was at an end. We all wanted to go a little farther—yes, if possible, through the entire broad countries of Siberia and Russia.

We found the picturesque villages of China the most interesting. Besides the old log houses and huts there were numerous dwellings built of clay, moss and grass. The chimneys on many of these shacks were made from a stout piece of a limb of a tree hollowed out. Many of these dwellings were deserted, for during the Bolsheviki terror the occupants had fled to a more peaceful territory. At each railway station along the line there were numerous stands from which the peasants of the villages sold eatables consisting chiefly of fried and dried fish, eggs, shrimp and fried chicken. They also sold trinkets of silk and bead handiwork.

Some of these things were sold at an extremely low price. A hatful of fresh eggs

could be purchased anywhere along the way for as little as 5 cents. Just before the train reached each station one could see these country merchants at a distance trotting toward these stands from all directions with their bags and baskets filled with wares. One good feature about this trip was that a stop of ten to thirty minutes was made at each station. This allowed us sufficient time to make purchases and make a more thorough study of each town.

At some of the towns where a longer stop was made, games of all sorts were soon put into action. The more popular among these were **baseball** and **dice**. It was amusing to see a group of Mongolians, attired in black robes and black skull caps, gather around a dice game and watch the "galloping dominoes" as they decided the fate of the players. Gazing with wide-eyed curiosity and conversing in their hurried and excited language, they eagerly viewed each paper bill or coin that was tossed to the ground and wondered what it was all about. One Mongolian in particular was so interested in one of these games that he did not notice one of our boys cut the rope to which he had a tiny white poodle dog tied. When he discovered that he held but two feet of the rope, he created a disturbance that nearly ended in a riot. The dog, however, was returned to him. Pranks of this nature were frequently played on this peaceful and gullible people.

Five Different Kinds of Money

One of the most difficult problems which we had to face was that of making purchases. During this one journey alone, we handled about five different kinds of government paper money. These ranged in size from a common postage stamp to a fairly good-sized handbill. This money, received in exchange for American money in one province, was not good in another, and many good American dollars were thus lost for a lot of worthless paper. Although many of the inhabitants accepted American coin, they were wholly ignorant of its face value, for they sold according to its appearance.

For instance, an ordinary nickel, thought to be silver, bought twice as much as a dime, and again a copper cent was in many instances taken for a gold piece. Cigarette and tobacco coupons, as well as chewing gum



2



3



4



5



1



6

1- J. J. Chalup at Khabarovsk,
2- A Village Barber in Siberia,
3- A slow process of cutting logs into
lumber, seen on outskirts of Vladivostok

4- Siberian fisherman's dwelling on
the Amur River
5- Odd Chinese dwelling in Mongolia
6- A Siberian cab driver

wrappers, were liberally and successfully passed in making purchases. The buying power of this new American paper money originated in the barracks at Khabarovsk, where one Chinaman in less than twenty minutes sold out a large basket of fresh eggs for a handful of these coupons and wrappers.

From 90 Above to 90 Below

Verkhne Udinsk, Siberia, situated in an upper valley in a mountainous region, has a peculiar climate. The warm season, which lasts but three months, is hot and dry, with heavy rainfalls in periods three or four weeks apart. The days are unusually long, bright and sunny, the twilight lasting until 10 o'clock. The average temperature in the summer is 90 degrees, with the mercury often mounting to 110 degrees. The winter season, which generally lasts from the latter part of September until July, is severely cold, the thermometer frequently showing 90 degrees below zero. An occasional blizzard, with its blinding wind, keeps piling up high drifts of snow which remain on the ground until the close of the winter. The nights are always bright, with the moon and star-lit sky reflecting on the crystal-like snow below. Here I have seen snow fall on the 16th of June, so that we knew summer was still far off.

The railroad operations in Siberia are very unlike our modern and systematic operations.

The engine has no bell. This hangs above the main entrance of each station. Before any train is allowed to depart from the station, the bell must be rung six times, first one ring, then two, and then three at intervals of five minutes or more. A small kerosene lamp about eight inches high serves as a headlight.

The brakeman's lantern is a glass box about ten inches square with a lighted candle in the center. This, however, is not used for signaling, but rather to guide him to couple and uncouple the cars and for other duties in line with his work.

A bone horn, usually slung over the brakeman's shoulder, is used to give the necessary signals to the engineer. This kind of signaling is sometimes very confusing to the engineer, especially in the yards, as he is often compelled to leave his cab to learn which brakeman gave the signal.

The coaling is still done by hand; it is conveyed by wheel-barrows to an elevated plat-

form and dumped into the coal tender. Coal is scarce there. Cedar and pine make up the fuel used most extensively for operating trains. During a prolonged blizzard the crew is often compelled to quit the train and cut timber for fuel or melt snow to get up steam before reaching a destination where these supplies can be had.

The first-class sleeping-car berths are made up in an ordinary 4-wheel day coach. At night the wooden seats are converted into shelves, three tiers high, the two lower about six feet in length and the upper, used chiefly for children, but four feet. The travelers furnish their own bedding. The cheaper class of service is generally patronized by the poor Russians and Chinese, who are crowded into a 4-wheel boxcar, often taking with them a pig or two, some poultry, etc., besides their other domestic belongings.

Every Snowfall Shoveled Off

The right-of-way throughout the country is usually maintained by the old people, the railroad company providing for their livelihood, together with a furnished shack standing near some lonely country crossroads. The flagging along the country roads is done by the old women. The men attend to the more strenuous duties along the tracks, their territory usually covering about five miles. During the winter months, after every snowfall, the snow is shoveled from the tracks. This is done because the snow which falls during the winter never thaws until the arrival of the warm season. In places where the snow is likely to drift, a gate-like fencing of laths is set up in the first snow. This is then banked with the snow, which makes a firm barricade against impending storms.

Upon arriving at Verkhne Udinsk, we were formed into companies and immediately proceeded to our new home, which we found to be in the midst of a dense pine forest. Though the air was very chilly and damp, we soon got warm by cutting down a number of pine trees and pitching enough temporary tents to shelter us for the night.

Here, in less than five weeks, one of the most modern American out-of-door camps in a foreign country was completed. As we had brought along our own power plant equipment from Khabarovsk, electricity was soon installed throughout the camp. Electric lights

were also strung along for two miles from the camp through the dense forest into town. At the main entrance of the camp a powerful red guiding light of high voltage was visible at a distance from all sides, glistening now and then through the towering pines. A separate kitchen, connecting with a mess hall seating 180 men, was built for each company. The supports of these structures and those of the long tables and bench-like seats were built of pine logs, and a heavy canvas covering was used for the slant roof.

A large out-door theater, with a capacious stage and ample seating capacity, was also built in camp. Here quite frequently we were

entertained with vaudeville acts and boxing contests staged by American and Russian soldiers, as well as Russian civilians. Motion pictures, the subtitles of which were in both English and Russian print, were run every night. The inhabitants of Verkhne Udinsk and surrounding villages were invited to these entertainments Wednesday, Saturday and Sunday nights.

Owing to the limited number of bath-houses at Verkhne Udinsk, a shower bath-house of our own was built in camp.

In the early part of September we quit this camp and moved into the Russian winter barracks at Barazovka, located seven miles south.

Moves Livestock From Illinois to South

AN effective step in introducing the livestock business in the southern states was taken along the Illinois Central recently when the equipment of a large livestock farm was moved from Illinois to Mississippi. John Borden of Chicago is the man responsible for the movement. Commenting on the act as a marker of the change of southern farming conditions, of the decline in cotton, and of the engagement in a substitute industry, the Vicksburg (Miss.) *Herald* of March 30 declared that "it is not apt to be duplicated in the extent of the transaction; if this change should prove a success it may be a forerunner of the upbuilding of large livestock farms in Mississippi."

The move was made from Pike County, Illinois, to Grenada County, Mississippi. The Grenada *Sentinel* of March 28 explained how Mr. Borden, "the owner of Glenwild plantation, three miles south of Grenada, a farm of 5,600 acres, received a shipment of twenty-two carloads of livestock consisting of 260 purebred Herefords, twenty-six purebred Holsteins and twenty head of highbred sheep. The shipment came from Fernwood Stock Farm, Pike County, Illinois, the entire livestock holding of this celebrated farm. The purchase involves over \$100,000.

"In addition to the recent arrival of purebred cattle, this already famous farm has Maxwalton Rodney, the renowned Short-

horn bull bred by Carpenter & Ross, Mansfield, Ohio. The Shorthorn herd consists of twenty-five cows and heifers from the best herds in the United States. It is the owner's aim and ambition to make Glenwild second to no stock farm in the country, and if money and care and attention will succeed, he most certainly will not be disappointed.

"Something more than a year ago, Mr. Borden became the owner of what had long been known as the Payne Farm upon which was situated one of the few ante-bellum residences in Grenada County.

"But it was left to its present owner to work a transformation. It has been remodeled; the premises have been under the care of a landscape gardener, and today it stands forth almost a model in homely dignity and plantation grandeur. It stands upon an eminence upon a hillside which gives it a view of the farm and the valley below that adds wonderfully to its picturesqueness and charm. In addition to what has been done toward making anew this old home, handsome cottages have been erected and others are in process of erection over the entire holdings.

"The weekly payroll of this plantation runs to \$2,000 and besides this, there are quite a number on the general salary list; thus it will be seen what an important factor it is in the business wheel of Grenada County."

Illinois Central System Sounds a Warning Of Impending Coal Shortage

It is earnestly to be hoped that coal dealers and consumers have not forgotten the lessons taught by coal shortages of recent years, particularly the one of 1920. These shortages were produced largely by dealers and consumers themselves in not beginning to buy and store coal in adequate volume until late in the year. It is clear that unless coal dealers and consumers profit by the lessons of the past and begin at once to lay in necessary fall and winter supplies another coal shortage will be brought about.

As a result of the shortage of coal in 1920, the Interstate Commerce Commission was forced to require the railways to furnish open top cars preferentially for the handling of coal from June 19 to November 29 in order to prevent suffering in various parts of the country. Open top cars are also used for carrying building and highway construction materials, and one of the effects of diverting open top cars to the coal traffic last year was the postponement of construction work that was vitally needed. It would be most unfortunate if this action, which was highly necessary last year, should be made necessary again this year. The housing and other construction which depend largely upon the use of open top cars are too imperative to be delayed by a congestion of coal traffic that can be avoided by the immediate movement of coal on a large scale.

The coal-carrying equipment of the railways is sufficient to handle a large evenly-balanced coal tonnage, but it is inadequate to handle the coal movement when the bulk of it is thrown upon the railways in a comparatively short period after midsummer.

For the last five years the total annual output of bituminous coal in the United States, in tons, was as follows:

1916.....	502,519,682
1917.....	551,790,563
1918.....	579,385,820
1919.....	458,063,160
1920.....	556,563,000

The strike of the coal miners which lasted from November 1 to December 15, 1919, had a paralyzing effect on the coal output for that year,

and the strike of railway switchmen, which was in effect from April 3 to August 1, 1920, likewise affected the coal output for 1920.

During the first six months of 1920, the output of bituminous coal was 261,760,750 tons, or at the rate of 43,626,791 tons a month. During the first three months of 1921 the average monthly output was only about 32,750,000 tons, and it is estimated that the April output did not exceed 26,000,000 tons. If the April figures should not be exceeded in May and June, the coal movement for the first six months of 1921 would amount to approximately 176,000,000 tons, a decrease of more than 85,000,000 tons, as compared with the actual output for the first six months of 1920.

This would mean that the mines would have to produce, and the railways would have to move, more than 380,000,000 tons during the latter half of the year to equal the record of coal production for the year 1920 when there was a shortage.

To accomplish that would not only overtax the coal-carrying capacity of the railways, but would overtax the mines, probably resulting in higher prices of coal. Coal can be purchased and moved more cheaply during spring and early summer than later. Delay in purchasing and storing coal at points of consumption makes for higher prices during the time of heavy movement. There is now practically no surplus of bituminous coal above ground anywhere in the United States.

Coal mine operators are now in a position to produce, and the railways are in a position to move, a large volume of coal. If dealers and consumers fail to take advantage of the present opportunity to lay in fall and winter supplies, and another coal shortage eventuates, the public in fairness certainly will not attach blame to the coal operators and the railways. More than 255,000 open top cars are now standing idle on the side-tracks of the railways. Nearly one-half of the open top equipment of the Illinois Central System is idle.

The situation, as we visualize it, is that the country is headed for a serious coal shortage unless consumers immediately start moving coal in large volume. We are emerging from the business depression. Within a few months the railways may be taxed to their capacity in handling traffic other than coal.

The Illinois Central System, as one of the largest coal-carrying roads in the Middle West, considers it a duty to sound this warning.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

Idle Mines and Empty Coal Cars Demand Attention of Buying Public

*Superintendent W. Atwill of St. Louis Division
Explains Situation He Faces*

THE statement from President Markham calling attention to the danger of a national coal shortage is timely and should be given the earnest consideration of every person, according to W. Atwill, superintendent of the St. Louis division, the largest coal-loading division on the Illinois Central System.

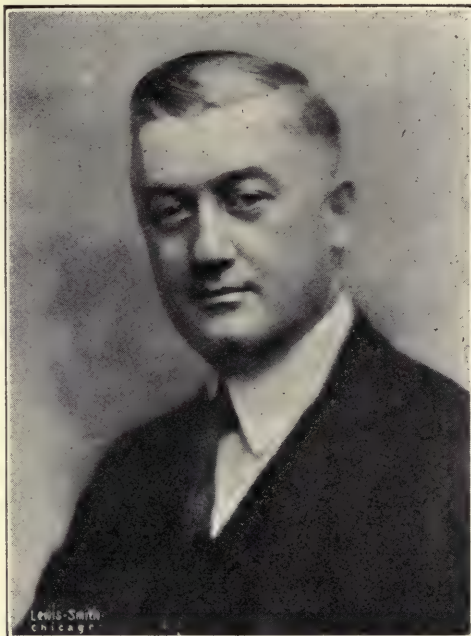
Mr. Atwill, in commenting on President Markham's statement and the coal situation, said:

"The St. Louis division, as the largest coal-loading division on the Illinois Central System, serves 100 coal mines, and four or five others will soon be in process of development. The smallest mine loads three cars a day and the largest mine has loaded 157 carloads of coal in eight hours. The average mine loads about 30 cars a day. The largest mine on the division—and it is said to be the largest bituminous coal mine in the world—is the Orient mine near West Frankfort, owned by the Chicago, Wilmington & Franklin Coal Company. This company will soon begin sinking another mine with an equal capacity.

"At the present time we have hundreds of empty coal cars stored. Engines are not being worked to their capacity. We have in the neighborhood of 300 engineers, firemen, conductors, brakemen and switchmen who are not employed at this time because of the slump in the coal business. Thousands of coal miners also are idle.

How Coal Loading Has Slumped

"We are loading not to exceed 500 carloads of coal a day, when we should be loading 1,600 carloads a day. The largest coal-loading day was during December, 1920, when 1,722 carloads of coal were loaded on the St. Louis division. During the last three months we have loaded an average of 13,000 cars of coal a month, when we should have been loading 32,000 cars a month.



Superintendent W. Atwill

"The reason for this slump is the 'no-market' condition. Consumers are not buying. If users of coal could be encouraged to purchase at this time—when, in the opinion of everyone connected with the coal business, the price of coal is probably the cheapest that it will be during this year—it would furnish work for a large number of railroad men and coal miners now unemployed, and at a time when we are handling a light business and are in a fine position to move the coal rapidly.

"We have the men who want to work on the railroad. The coal miners who now are only working two and three days a week would be glad to work six days a week. We are in excellent shape to move the coal rapidly, making use of cars and engines that are standing idle. If coal dealers and

coal users could be brought to realize the danger of delay and could be induced to purchase at this time it would insure against a shortage next winter.

A Cause of High Prices for Coal

"People complain of high prices of coal, caused by high wages paid miners. And yet one of the chief reasons why miners demand high rates in pay is that during certain periods of the year they are enabled to work only two and three days a week because of seasonal market conditions, caused by these same persons who protest against the high costs which they create by their lack of foresight. If the miners were able to work six days a week regularly I believe they would be satisfied with a lower wage based on the ton output or the day of labor. They require a certain amount of money to live and they have not been able to work regularly, and this results in their demanding increased rates of pay in order to get a

sufficient wage to support themselves and their families.

"Mining is not like other industry in one essential point. Coal mines are not equipped to put coal on the ground as they hoist it during slack periods and then reload it when the coal is in demand. To so equip them would call for a considerable outlay and would require two additional handlings of the coal, unloading it on the ground and reloading in the cars when wanted, both of which would add to the cost of coal. The only way that coal mines can operate continuously is to put the coal in the cars and have the cars hauled away.

"I am in thorough accord with President Markham's statement on this subject. I sincerely hope that people heed its warning—not only because to heed it will make business for the railroad, but because it may possibly prevent the coal famine which certainly threatens the country if it is not heeded.

What Discourtesy Can—and Does—Cost

The Illinois Central System has had few reports of active discourtesy, and consequently has not suffered greatly from the resentment of the public. That discourtesy may cost the railway, and the individual employee in the long run, is brought out by the following discussion of the subject recently sent out by the president of an eastern railway to his officers and employees.

"Not long ago a doctor, driving hurriedly to reach a patient in the country, was delayed for thirty-six minutes by a freight train standing over a highway crossing. Instead of clearing the crossing when the doctor protested, the train crew only aggravated the situation by making a discourteous reply.

"Soon afterward, as a direct result of the resentment aroused in the neighborhood by this occurrence, a bill was introduced in the legislature of that state heavily penalizing railroads, as well as individual railroad employees, for the blocking of highway crossings.

"Had this law been passed it would have caused constant annoyance, delay and trouble to train crews operating in that territory, making the work just that much harder for

all, and also would probably have proven a source of continual expense to the railroad, thus raising, by just that much, the cost of operation and leaving just that much less in the treasury with which to pay the good wages demanded by the very employees who blocked that crossing.

"Upon the successful operation of a railroad depends the prosperity of its employees, because steady employment and good wages cannot be afforded by a railroad which is not successful, and perhaps no other one thing so seriously endangers the success of a railroad—and therefore the prosperity of its men—as adverse public opinion, yet much of this adverse feeling is directly traceable to something which some employee has said or done to injure or offend some member of the public.

"It is well to remember, therefore, that employees who are discourteous or disobliging, or who fail to give the public their very best service, are not only working against the success of their railroad, but are also actually working directly against their own personal interests."

COMMUNICATIONS

A TRAVELING SALESMAN'S VIEW

TO THE EDITOR: The article, "Pro and Con Discussion of Allowing Railway Passes to Employees," in the Illinois Central Magazine, has just come to my attention. I am a traveling salesman selling large tools made of steel and iron. If I could use any of the articles I sell I could get them 15 per cent cheaper than the consumer.

I want to relate my experience in traveling sixty miles last Saturday night. I got on a passenger train at B to go to C; at S I changed cars, got a seat, and the car was filled, but everybody had a seat. In front of me was a railroad employee's wife riding on a pass.

At T, a large town, the car was nearly emptied and refilled. When the car emptied the woman in front put her grip on the seat beside her. When the train left the station four women and six men were standing in the aisle. The woman in front of me took her grip off the seat and allowed an elderly woman to sit down; two men up in front got up and gave their seats to two more women. That left three women standing.

I came very near giving up my seat, but I was tired and wanted to rest. Just about that time the woman in front of me riding on a pass turned around and remarked about men not giving their seats to women. I nearly boiled over then.

The conductor was getting alongside me then. I was watching him. *He took up eight passes* within three seats from me, three women and five men, and three of the men, young men, were sitting in seats and two women who had paid good money for passage were standing in the aisle.

One writer says it does not cost the railroads anything. I know it cost one railroad \$2.16 today and \$1.87 yesterday.

If passes are to be given railway employees, for the love of Mike let paying passengers get a seat before they take one away from them. Would a merchant allow a clerk to buy the last article he had in stock away from a customer going to pay full price?

Also let the pass rider have a discount, say 33 1/3 per cent, instead of a free pass. Step around to one side and get another viewpoint: Would you like to see something presented to someone else and you have to pay good money for it?—C. H., Muskogee, Okla.

READY FOR A BUSY SUMMER



Here is a typical group of the men who will be putting in good licks this summer in the maintenance of way work. This husky bunch of Illinois Central employees is composed of C. G. Hall, section foreman at Metropolis, Ill., and members of his gang. Mr. Hall is the second from the right—holding a stout shovel too, by the way. He is described by his superintendent, W. Atwill, of the St. Louis Division, as one of the best foremen working under Roadmaster J. W. Kern, Jr. He is on territory covered by Road Supervisor W. C. Costigan.

LOSING A GOOD AGENT

The following highly complimentary reference to the transfer of Agent G. C. Bounds is taken from an editorial which appeared in *The Cotton Farmer* of Scott, Bolivar County, Mississippi, issue of April 23, 1921: "To the great regret of all the patrons, and the general public, the management of the Y. & M. V. R. R. transferred Mr. G. C. Bounds, the popular station agent here, to the Leland office. Mr. Bounds has been station agent here for something over four years, and has greatly endeared himself to the general public."

Wonders of Natural History Thrown Open to Public in Field Museum

New Chicago Lakefront Structure Built on Land Once Illinois Central's



The Field Museum, Viewed From Tenth Floor, Central Station

THE traveler coming into Chicago over the Illinois Central tracks gets a view first of the suburbs, then of a long stretch of the shore line of Lake Michigan, and finally, as his train slows down for the final stop at Central Station, of a vast and most impressive marble building between the tracks and the lake. That building stands as a bulwark against the lake, on a point of land directly opposite the station. Some day it will be part of the development of the Chicago Plan, which includes, among other things, a great new passenger station for the Illinois Central terminal. Just now it is somewhat lonely out on that point of land, but the fact of its existence there, with the promise of what is to come, is a tribute not only to the memory of Marshall Field, who gave the money for its construction, but also to the community spirit of the Illinois Central Railroad Company, which provided the site.

That building is the new Field Museum of Natural History, which after six years of preparation was thrown open to the public

on May 3. Every member of the Illinois Central family should feel with pride that he or she has a part in the location of this building. A visit to its treasures of information could well be included in the program of a visit to Chicago. It is one of the outstanding pieces of architecture in the United States, and its collection of exhibits is one of the greatest in the world.

Construction Started in 1915

Since 1915 workmen have been busy on the handsome marble palace. For nearly a year transportation experts have been engaged in moving the valuable exhibits from the former Fine Arts building of the World's Columbian Exposition in Jackson Park to the new structure.

The Field Museum was established as a permanent memorial of the world's fair. With the subscriptions of numerous public spirited Chicagoans, including \$1,000,000 from Marshall Field, the project was launched. In 1894 numerous exhibits from the fair were housed in the temporary quarters on the ex-

position grounds and formulation of plans for the permanent museum was begun.

Up to the time of his death in 1906 Mr. Field made good each annual deficit of the museum, and in his will he left \$4,000,000 as a building fund, and an additional \$4,000,000 as a maintenance fund. The new edifice cost approximately \$6,750,000.

Helped Settle Lake Front Dispute

For fifty years or more the city of Chicago and the Illinois Central disputed over the lake front, according to Blewett Lee, New York counsel of the company. The city hall at Chicago, the capitol at Springfield, the supreme court at Washington were the scenes of long battles. Step by step parts of the great controversy over riparian rights, reclaimed lands, and submerged lands were disposed of, but no one dreamed of a settlement of the whole controversy, fruitful as it was continually of political issues, for the benefit of the public. Powerful political forces were always arrayed against any settlement at all.

The cause of the coming of peace was a little clause in the will of the late Marshall Field. A liberal gift was made for the construction of a building for the Field Columbian Museum, provided within a certain time a site should be furnished free of charge in the downtown portion of the city. Such a building requires great space. It could not be erected in Grant Park, for the city was effectually prevented from authorizing the erection of any building in the park.

Here was the opportunity. The Illinois Central had the only suitable site for the museum, which could be located upon part of the railroad terminal. But the company could not be compelled to surrender the land. The time for the fulfillment of Mr. Field's conditions had almost expired. The gift was about to be lost and the great museum left in a location difficult of access to more than half the people of the city.

Illinois Central Offers Land

At this point President C. H. Markham of the Illinois Central, who had for some time been conducting negotiations with the South Park commissioners for a settlement of the lake front controversy, waived the final adjustment among the railroad company, the South Park commissioners, and the City of Chicago and voluntarily agreed that the museum should be located on its present

site, which is upon property that was either absolutely owned by the Illinois Central Railroad Company or covered by its riparian rights, Mr. Markham believing that in the end the city, which had not at that time endorsed the agreement reached between the South Park commissioners and the railroad company, would fairly protect the railroad company's interests.

The city's price for accepting the settlement was electrification. After long and difficult negotiations, the president was enabled to reach a final agreement upon this subject also, and in 1919 the ordinance of settlement reached passage in its final form. The struggles of almost two generations of men were ended. The lake front controversy was settled.

Using the Field Museum

"To many the Field Museum has been only a collection of exotic souvenirs of the world's diversity, designed, no doubt, to instruct as well as to amuse; but to instruct only in curiosities which are more aesthetic than practical in motive," said the Chicago News in its issue of April 18.

"To increasing numbers of persons, however, the museum is a great laboratory, and a marvelous exhibit of materials, processes, methods, designs and experiments for industrialists, business men and artists who care to put its great resources to use. Indeed the museum soon to be thrown open to the public in the new building in Grant Park has unlimited potential value in the field of experimental, industrial and commercial operations.

"Some day, not far distant, we Americans may find ourselves scurrying from our denuded hills to South America and Africa for timber. Today one of the finest timber exhibits in the world is in the Field Museum, to guide those future expeditions. Rubber, coffee, gums, tea, sugar, oils, alkalis, clays—the entire world of materials which interest the business man—are scientifically classified and exhibited there for his instruction. The procedures in manufacture are illustrated. The technic of the handling of materials is set forth.

"The great aid which science can give to industry is here offered for those who will use it. The future no doubt will see the Field Museum not only a center of the art but of the industrial interests of the city."

U. S. Railroad Labor Board Rules on Subject of "National Agreements"

Sets July 1 as Date of Termination and Urges Conferences Start Immediately

AFTER a hearing which began January 10, the United States Railroad Labor Board, on April 14, handed down a decision on the so-called "national agreements," which regulate rules and working conditions of certain classes of railway employees. The decision has been termed a "middle of the road" ruling, in that it embodies certain principles advocated by the railways, through the Association of Railway Executives, and certain principles advocated by the employees, through their national representatives. The representatives of both the railways and the employees have been quoted in press statements as expressing approval of the decision.

The following is a copy of the decision of the Labor Board:

"The evidence and arguments submitted in this case support the following conclusions:

"The duty imposed by Section 301 on all carriers and their officers, employees and agents to consider and if possible to decide in conference all disputes between carriers and their employees has not been performed by the parties hereto either with regard to the wage or the working conditions portion of this dispute. The record shows that the representatives of the carriers were unwilling to assume the responsibility of agreeing to substantial wage increases. Hence, the conference of March 10th to April 1st on the side of the carriers was merely a perfunctory performance of the statute. Nor was the action of the organizations with regard to the individual carriers more than perfunctory. Naked presentation as irreducible demands of elaborate wage scales carrying substantial increases, or of voluminous forms of contract regulating working conditions, with instructions to sign on the dotted line, is not a performance of the obligation to decide disputes in conference if possible. The statute requires an honest effort by the parties to decide in conference. If they cannot decide all matters in dispute in conference, it is their duty to there decide all that

is possible and refer only the portion impossible of decision to this board.

"Although Section 301 has not been complied with by the parties, the board has jurisdiction of this dispute as it is and has been one likely substantially to interrupt commerce.

What Each Side Asked

"The carriers parties hereto maintain that the direction of this board in Decision No. 2, extending the national agreements, orders, etc., of the Railroad Administration as a *modus vivendi* should be terminated at once; and that the matter should be remanded to the individual carriers and their employees for negotiation and individual agreement.

"The organizations maintain that the national agreements, orders, etc., with certain modifications desired by the employees should be held by this board to constitute just and reasonable rules; and should be applied to all carriers parties to the dispute, except to the extent that any carrier may have entered into other agreements with its employees. They maintain that local conferences requiring necessarily the participation of thousands of railroad employees for several weeks would constitute an economic waste and would produce a multiplicity of controversies as well as irritation and disturbance. They also urge that to require local conferences would be to expose the local organizations on the several carriers to the entire power and weight of all the carriers acting through the Association of Railway Executives on the conferring carrier, that such a disparity of force would produce an inequitable result highly provocative of discontent and likely to result in traffic interruptions. They, accordingly, insist that the conference should be national.

"The carriers maintain that rules negotiated by the employees and officers who must live under them are most satisfactory, that the participants in such negotiations know the intent of the rules agreed to and advise their fellow

workmen and officers accordingly, thereby avoiding a litigious attitude on both sides, that substantial differences exist as between the several carriers with relation to the demands of the service, necessary division of labor and other factors which differences should be reflected in the rules, that these local differences can be given proper consideration only by local conferences. The carriers refuse to confer nationally.

"The Labor Board is of the opinion that there is merit in the contentions of each party and has endeavored to take action which will secure some of the advantages of both courses.

"This board is unable to find that all rules embodied in the national agreements, orders, etc., of the Railroad Administration constitute just and reasonable rules for all carriers parties to the dispute. It must, therefore, refuse the indefinite extension of the national agreements, orders, etc., on all such carriers as urged by the employees.

"This board also deems it inadvisable to terminate at once its direction of Decision No. 2 and to remand the dispute to the individual carriers and their employees. Such a course would leave many carriers and their employees without any rules regulating working conditions.

"If the Labor Board should remand the dispute to the individual carriers and their employees and should keep the direction of Decision No. 2 in effect until agreements should be arrived at, it is possible that agreements might not be arrived at.

Matters Local and General

"The Labor Board believes, nevertheless, that certain subject matters now regulated by rules of the national agreements, orders, etc., are local in nature and require consideration of local conditions. It also believes that other subject matters now so regulated are general in character and that substantial uniformity in rules regulating such subject matters is desirable.

"The board also believes that certain rules are unduly burdensome to the carriers and should in justice be modified. It may well be that other rules should be modified in the interest of employees.

"To secure the performance of the obligation to confer on this dispute, imposed by law on officers and employees of carriers, to

bring about the recognition in rules of difference between carriers where substantial, to preserve a degree of uniformity in rules regulating subject matters of a general nature, to prevent to some extent the operation in negotiations of a possible disparity of power as between the carriers and their employees, and to enable the representatives of employees of each carrier and the officers of that carrier to participate in the formulation of rules under which they must live, the Labor Board has determined upon the following action:

Agreement to End July 1

"1. The direction of the Labor Board in Decision No. 2, extending the rules, working conditions and agreements in force under the authority of the United States Railroad Administration, will cease and terminate July 1, 1921.

"2. The Labor Board calls upon the officers and system organizations of employees of each carrier parties hereto to designate and authorize representatives to confer and to decide so much of this dispute relating to rules and working conditions as it may be possible for them to decide. Such conferences shall begin at the earliest possible date. Such conferences will keep the Labor Board informed of final agreements and disagreements to the end that this board may know prior to July 1, 1921, what portion of the dispute has been decided. The Labor Board reserves the right to terminate its direction of Decision No. 2 at an earlier date than July 1st with regard to any class of employees of any carrier if it shall have reason to believe that such class of employees is unduly delaying the progress of the negotiations. The board also reserves the right to stay the termination of the said direction to a date beyond July 1, 1921, if it shall have reason to believe that any carrier is unduly delaying the progress of the negotiations. Rules agreed to by such conferences should be consistent with the principles set forth in Exhibit B, hereto attached.

"3. The Labor Board will promulgate such rules as it determines just and reasonable as soon after July 1, 1921, as is reasonably possible and will make them effective as of July 1, 1921, and applicable to those classes of employees of carriers parties hereto for whom rules have not been arrived at by agreement.

"4. The hearings in this dispute will neces-

sarily proceed in order that the Labor Board may be in position to decide with reasonable promptness rules which it may be necessary to promulgate under Section 3 above.

"5. Agreements entered into since March 1, 1920, by any carrier and representatives of its employes shall not be affected by this decision."

The Board's "Basic Principles"

"1. An obligation rests upon management, upon each organization of employes and upon each employe to render honest, efficient and economical service to the carrier serving the public.

"2. The spirit of co-operation between management and employes being essential to efficient operation, both parties will so conduct themselves as to promote this spirit.

"3. Management having the responsibility for safe, efficient and economical operation, the rules will not be subversive of necessary discipline.

"4. The right of railway employes to organize for lawful objects shall not be denied, interfered with or obstructed.

"5. The right of such lawful organization to act toward lawful objects through representatives of its own choice, whether employes of a particular carrier or otherwise, shall be agreed to by management.

"6. No discrimination shall be practiced by management as between members and non-members of organizations or as between members of different organizations, nor shall members of organizations discriminate against non-members or use other methods than lawful persuasion to secure their membership. Espionage by carriers on the legitimate activities of labor organizations or by labor organizations on the legitimate activities of carriers should not be practiced.

"7. The right of employes to be consulted prior to a decision of management adversely affecting their wages or working conditions shall be agreed to by management. This right of participation shall be deemed adequately complied with, if and when, the representatives of a majority of the employes of each of the several classes directly affected shall have conferred with the management.

"8. No employe should be disciplined without a fair hearing by a designated officer of the carrier. Suspension in proper cases pending a hearing, which shall be prompt, shall

not be deemed a violation of this principle. At a reasonable time prior to the hearing he is entitled to be apprised of the precise charge against him. He shall have reasonable opportunity to secure the presence of necessary witnesses and shall have the right to be there represented by a counsel of his choosing. If the judgment shall be in his favor, he shall be compensated for the wage loss, if any, suffered by him.

"9. Proper classification of employes and a reasonable definition of the work to be done by each class for which just and reasonable wages are to be paid is necessary, but shall not unduly impose uneconomical conditions upon the carriers.

"10. Regularity of hours or days during which the employe is to serve or hold himself in readiness to serve is desirable.

"11. The principle of seniority long applied to the railroad service is sound and should be adhered to. It should be so applied as not to cause undue impairment of the service.

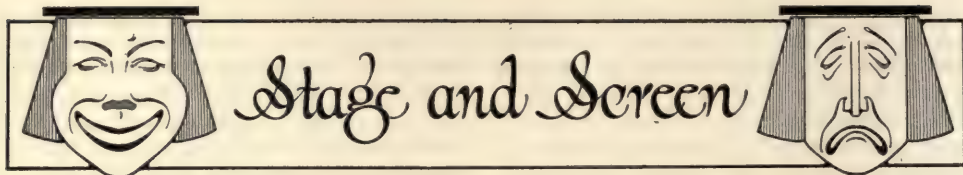
"12. The board approves the principle of the 8-hour day, but believes it should be limited to work requiring practically continuous application during eight hours. For eight hours' pay eight hours' work should be performed by all railroad employes except engine and train service employes, regulated by the Adamson Act, who are paid generally on a mileage basis as well as on an hourly basis.

"13. The health and safety of employes should be reasonably protected.

"14. The carriers and the several crafts and classes of railroad employes have a substantial interest in the competency of apprentices or persons under training. Opportunity to learn any craft or occupation shall not be unduly restricted.

"15. The majority of any craft or class of employes shall have the right to determine what organization shall represent members of such craft or class. Such organization shall have the right to make an agreement which shall apply to all employes in such craft or class. No such agreement shall infringe, however, upon the right of employes not members of the organization representing the majority to present grievances either in person or by representatives of their own choice.

"16. Employes called or required to report for work, and reporting but not used, should be paid reasonable compensation therefor."



"BAB," a comedy.—Mary Roberts Rinehart, in her short story pen-pictures of Barbara Archibald, flapper extraordinary, has portrayed American teen-age girlhood in a manner comparable to Booth Tarkington's depiction of American teen-age boyhood. Edward Childs Carpenter has woven Mrs. Rinehart's stories into a delightful stage comedy which compares well with its companion piece, Mr. Tarkington's "Seventeen." "Bab," as the Rinehart-Carpenter production is named, is at the Illinois theater, Chicago, an engagement which doubtless will be followed by a tour of the colonies. You will enjoy seeing it. The story concerns Barbara, her family and their friends, her ruminations upon "life in general" and her experiments with "the grand passion." It is highly amusing and is said to be accurate—it would be presumptuous for a male reviewer to pass upon its accuracy, but the opinion of others may be passed along. Helen Hayes, an elfish personality who plays the flapper in the version of the comedy which has come out of the East, is a captivating little creature, and is well supported by a cast in which Tom Powers is a principal figure.

THE H C O F L is the subject of an engaging musical comedy, "Mary," which is one of the successes of the present and past seasons. Its song hits have preceded it throughout the country. "The Love Nest," in which a pair of romantic lovers dream of their home-to-be, is known to the frequenters of motion picture theaters and vaudeville houses everywhere. There is a number of other engaging ballads.

THE COUNTRY is being given an introduction to "Irene," the girl of the "Alice blue gown," which is out among the natives after highly successful engagements in the theatrical metropolises. The par-

ticular production which is in Chicago is said to have reaped a harvest of something more than half a million dollars already, and it is still going strong in the city by the Lake-side. Dale Winter is supplanting Helen Shipman in the title role. Miss Winter, it will be remembered, is the widow of the late James Colosimo, Chicago restaurateur.

A COMEDY which is said to have been acclaimed with unusual success on Broadway, "The Meanest Man in the World," George M. Cohan, producer, is leaving the East for the hinterland. Frank M. Thomas and Marion Coakley are the chief figures.

FRANK TINNEY has an unusually loyal following among the playgoers of the United States and in "Tickle Me," the musical comedy in which the popular star is at present brightening the American stage, he is indeed the chief "tickler." The briefest review of the piece possible, and indeed the most accurate, is to say that it is Frank Tinney. The comedian recently gave away the secrets of making people laugh in an interview with the *American Magazine*.

FLORENZ ZIEGFELD, JR., producer of spectacular musical revues which bear the perennial name of "Follies," is reported as making the announcement that he will abolish chorus men from his future entertainments. He holds that they clutter up the stage without adding to the adornment thereof. Male parts in the background of his pieces will be taken by young women in masculine garb.

STORIES OF THE WAR are losing their interest to theater and movie fans, it is said, and yet the screen production of V. Blasco Ibanez' "The Four Horsemen



of the Apocalypse" is meeting great approval from the followers of the silver sheet. The picture features the war, but it carries such an impelling story that the war pictures fade into the background.

BILLIE BURKE is promised to the American stage once more in the forthcoming Eastern production of Clare Kummer's "Goodness Gracious, Annabel."

"MADE IN HEAVEN," romantic picture, will present to motion picture fans Tom Moore and his bride of a few weeks ago, formerly Mlle. Renee Adoree. It is chronicled that the Irishman and the French girl met New Year's Eve and were married forty-two days later.

D. W. GRIFFITH is going to do "Faust" for his next big production.

MOVIE FANS are interested in the cost of the materials with which movies are made. The following list of prices paid by producers for various successes afterwards made into screen stories is compiled by *Photoplay*:

"Turn to the Right" cost \$250,000—the record to date.

"Way Down East," which cost Mr. Griffith \$175,000.

"Experience," purchased by Paramount for \$150,000.

"A Tailor-Made Man," which Goldwyn bought for \$105,000.

"The Wanderer," bought by the same company for \$100,000.

"The Sign on the Door," purchased by Joseph Schenck for his wife, Norma Talmadge, for \$75,000.

"The Virginian," which Douglas Fairbanks purchased from Famous Players—after they had made a screen production of it with Dustin Farnum—for \$55,000.

"The Deep Purple," which R. A. Walsh paid \$45,000 for.

"Daddy Long Legs," bought by Mary Pickford for \$40,000.

WHEN THEY were all working at the old Biograph studio in New York, under Griffith direction, Mary Pickford, Blanche Sweet, Mabel Normand, and the Gish girls

used to have a contest to see which one could cry the quickest. They all used to go out to lunch together, sit around the table, and try to bring the tears spontaneously and artistically. Blanch Sweet, according to the records, almost always won. The loser had to pay for the lunch. It cost 30 cents.

WILLIAM DE MILLE is said to have "followed copy" more closely than is alleged to be the screen producer's wont in adapting Sir James Barrie's novel into "What Every Woman Knows."

OUR NEWEST SUMMER RESORT

The advantages of New Orleans as a summer resort are shortly to be made known to the world. The real estate division of the Association of Commerce there has taken this as one of its tasks. According to the *Times-Picayune* of April 17, "New Orleans is one of the coolest summer cities in America, and as soon as the lake and river are properly exploited as assets, quick transportation to the lakes and the gulf provided, and the lakeside and other fine roads constructed, people from all over the country will come here to spend the summer.

"Just as things are, there are few more pleasant places during the warm months. The trouble is that few people know that the charm is perpetual, and the real estate division of the Association of Commerce proposes to educate the world through the medium of the American Realtors' Association.

"This great organization will meet in Chicago in July, and it will be invited to come here next year. It met in this city about six years ago, and as ignorance was not then dissipated it changed its assembly time for that year to March. Carroll Walmsley, chairman of the division, this time will ask the realtors to come in July, and will take along official weather statistics to prove that New Orleans is far from being as hot as most cities where the association has held its reunions.

"Even if acceptance of the invitation is postponed, it will be beneficial to the community to have the superiority of its climate impressed upon so many directors of national investment."



Lillian Gish



Wm. S. Hart



Pauline Frederick



Charles Ray



Dorothy Gish

Stars of
the Movie
Firmament



Thomas Meighan



Dorothy Dalton



Elsie Ferguson



Clara Kimball Young

The Home Division

To Keep the Home Fires Burning

Dinner was over. The men had gone off to smoke and read. My sister and I remained to chat over the teacups. And speaking of teacups, I noticed then that out of six on the table only two matched. Oh, we had a complete set of fine china for "company" dinners. But these every-day dishes were a fright. Two of the cups were chipped. The meat platter showed a long brown crack on one end. The fern in the center of the table was skinny and turning brown—not good to look at. The tablecloth showed two fruit stains—a reminder of yesterday's strawberry shortcake. I was not proud of the table. But it never looked like that again!

It is not enough for the housewife to be a good cook. An attractively laid table, snowy linen, a bowl of something green and growing in the center of the board, carefully selected china, are essential to the perfect meal which smoothes the wrinkles from hubby's brow and prompts him to admire his wife's new though expensive hat.

Household Hints for Home Makers

A pinch of salt added to the whites of eggs before beating will make them fluffier.

Keep an old pair of scissors in the kitchen for trimming lettuce and greens.

Wash your best silk stockings as soon as possible after taking them off. Add a few drops of vinegar to the rinsing water. They will wear twice as long.

Spring Showers for June Brides

One clever hostess used a color scheme of pale green and white. Suspended above the center of the table was a child's umbrella, open, entirely covered with pale green and white ruffles of crepe paper. On the table beneath the umbrella were piled the gifts for the bride-to-be. A tiny green

and white paper umbrella stood open at each place. Daisies and asparagus fern completed the decorations.

Another table was decorated in pink and white. For the centerpiece a large pasteboard ship, cleverly covered with colored paper, "came sailing home" laden with packages for the guest of honor. Small American flags waved at each place. Pink and white roses and ferns were used.

Tested Recipes

SUNSHINE CAKE. 1 cup sugar, sifted 5 times; 1 cup flour, sifted 5 times; 6 eggs; 1 teaspoon vanilla extract; 1 teaspoon lemon extract; $\frac{1}{4}$ teaspoon cream of tartar.

Chill eggs. Separate carefully yolks and whites. To whites add 3 tablespoons ice water, beat until foamy, add cream of tartar and continue beating until they "point." Add sugar gradually (folding it in with Van Deusen egg whip). Add yolks (beaten until thick and lemon colored), then add flavoring and last of all the flour, sifted in. Bake in slow oven 50 minutes, using angel cake pan.

CHICKEN A LA KING. Melt two tablespoons of butter in saucepan or in "blazer" (the upper pan of a chafing dish), add one-half green pepper, finely chopped, and one cup of fresh mushrooms (canned mushrooms may be used, and, after slicing them, they need only be reheated in the mixture), peeled and broken in pieces; stir and cook five minutes; add two tablespoons of flour, one-half teaspoon salt, one-fourth teaspoon paprika; stir until well blended, then add slowly two cups of cream or rich milk, stirring constantly until the boiling point is reached; set over boiling water (use a double boiler), add three cups of cooked chicken, cut in cubes. Beat one-fourth cup of butter until creamy, stir in

one-half teaspoon onion juice, one tablespoon of lemon juice and the yolks of three eggs, adding them one at a time; continue stirring while adding this to the hot mixture; cook until the eggs are set. Serve on hot buttered toast, in patty shells or in a border of savory rice. This dish is usually served at luncheon or late suppers.

PERFECTION SALAD. Contents of one envelope of Knox gelatine, one-half cup lemon juice, one cup sugar, one cup hot water, salt and pepper to taste. When it jells, add one and one-half cups chopped celery, one and one-half cups chopped cabbage, a small can of pimientos, chopped, and one cup of chopped nuts. This mixture may be molded in fancy shapes. Dress with mayonnaise and serve on crisp lettuce leaves.

Every Woman's Duty

To make the ankles slender, try rising on the toes slowly, poise on the toes, then lower heels. Twenty-five times morning and night.

Half a lemon kept near the kitchen sink will save embarrassment at the card club, where one's hands attract especial attention. It removes stains instantly.

For the woman employed in a sedentary

occupation, a mile walk every day in the open is invaluable to "keeping fit." Deep breathing and long strides will bring a rosy glow to the pale cheeks. One Saturday afternoon spent hiking in the country will be worth more than two matinees in town.

TREES

I think that I shall never see
A poem lovely as a tree,
A tree whose hungry mouth is prest
Against the earth's sweet flowing breast.
A tree that looks to God all day,
And lifts her leafy arms to pray.
A tree that may in summer wear
A nest of robins in her hair;
Upon whose bosom snow has lain;
Who intimately lives with rain.
Poems are made by fools like me,
But only God can make a tree.

—JOYCE KILMER.

Life's Little Lies

Smiling and kissing the "other woman."
Bubbling enthusiasm over some of your wedding gifts.

Exclaiming over chocolate creams when you prefer "hard centers."

Looking interested when you have to work on a sunny Saturday afternoon.

Things We Should or Should Not Do

Don't let outsiders along the right-of-way use grain doors for fencing, etc.; they cost money. Why not protect the company's property?

Don't try to beat a train across the track; you may slip. What will be the answer?

If you don't know—say so. Don't stall!

Platforms on passenger trains are for passageway, not to stand on. Keep in the coach where you belong.

Cut your wires short. The operator works only eight hours.

You need your awnings and screens now. What did you do with them last fall?

Be sure that skid is properly fastened to the car. You may save an accident.

Have your file ready when telephoning.

Don't get your party and then look for your papers.

Spring is here. Clean up. You know the places that need it.

Don't drive nails in the sides of boxcars. When you pull them out, it invites a leak, and a leak invites a damage. Why have either?

Why do you handle boxes of electric light globes like footballs? They are expensive: be careful or they will break.

Read and be wise. It may help you.

Why use new track spikes when old ones will do just as well in some places? This is like taking dollars out of the treasury.

Don't pour more paint into a bucket than you really need. You will only have to carry extra weight around.

Illinois Central Installs Modern Station Equipment at Centralia, Ill.

Three Up-to-Date Buildings Compose Plant Recently Opened to the Public

The Illinois Central's new station facilities at Centralia, Ill., meeting point of three divisions, cost approximately \$390,000. They were dedicated March 25. The work began in June, 1920, and was finished early this year. The facilities consist of new passenger and freight stations, with an adequate boiler plant serving both.

A description of the Centralia plant, with a summary of the work involved, is given in the following article, prepared for the *Illinois Central Magazine*, by Assistant Engineer O. T. Dunn and Mechanical Assistant D. J. Jones, of the building department.

THE new facilities at Centralia, Ill., are built on the site of the original Illinois Central Centralia shops, in the heart of the town, and extend from Broadway, on the north, to Third South Street, east of the main tracks, occupying three blocks.

The original passenger station, in the northwest corner of this property, was a three-story brick building, built by the railroad in 1853 for depot and hotel purposes. On the first floor of the original station were the men's and women's waiting rooms, smoking and writing room, dining room and ticket office; also, what to a young railroad man of the present day sounds almost like the impossible, a bar, where drinks of all kinds were served the public and railroad men alike. The second and third floors were used for hotel purposes. At one time the division superintendent's office was in this building. The baggage and express was handled in separate two-story frame buildings to the north of the brick building.

Lincoln and Grant on Hotel List

From the time the railroad was built through Centralia until 1895, a period of

forty years, this was a point where passenger trains stopped for all meals, and the dining room and hotel played an important part in serving the traveling public, as well as the railroad men running into this terminal. Among the names of notables who have stopped at this old hotel appear those of Abraham Lincoln and Ulysses S. Grant.

This brick building, with some of the adjoining frame buildings, was destroyed by fire on the night of February 5, 1918, with the thermometer at 10 degrees below zero. The fire broke out about 2 a. m. in the kitchen.

The original freight house was a one-story frame building 40 feet by 60 feet with adjoining platforms, east of the main track and one block north of the passenger station. It was built about the same time as the passenger station.

In removing the old freight house it was found that the posts and frame of the building were white oak; the floor joists and rafters yellow poplar; the siding white pine, and the sheeting yellow poplar from 12 to 18 inches wide. All the framing on this building was mortised and draw pinned, an old form of timber construction. Some interesting old relics were brought to light, among them a time check to a discharged employe dated June, 1854.

Business Warranted New Buildings

Centralia, of about 13,000 population, is the meeting point of three divisions of the Illinois Central System—the original main line from Freeport and the Chicago branch line meeting just north of the town. At this point there also is a large freight distributing hump yard. A mechanical terminal is south of the town. The Chicago, Burlington & Quincy and the Southern railways cross the Illinois Central at Centralia, and the Illinois Central alone has

thirty-five trains in and out of this station every twenty-four hours.

The increase in business at this station warranted the building of separate passenger and freight facilities of appropriate size and construction to meet the future requirements of the growth of the station and town. The new facilities consist of a passenger station 313 feet 11 inches by 36 feet 10 inches, parallel to the main tracks and 275 feet from Broadway; south of this a boiler house 30 feet by 34 feet with coal and ash bins adjoining, and to the east of the boiler house and on a line with its north side, a freight house 182 feet 2 inches by 40 feet 8 inches, with a timber transfer platform 24 feet wide and 274 feet long at the south end of the freight house.

The freight house is served by three tracks on the west side and has a concrete driveway 70 feet wide on the east side of the building. In addition to the three freight house tracks there is a team track to the west of the freight house tracks divided by a concrete driveway 32 feet wide. Concrete driveways extend from Broadway to the passenger station and around it on the east side of the building to the freight house, a total of 10,000 square yards of concrete driveway. On the west side of the passenger station are four parallel tracks, serving the passenger trains, with three brick platforms between them. Two of these platforms are 16 feet wide and 1,000 feet long and the third is 12 feet wide and 400 feet long. They will be well lighted by electric lights on poles. Three brick walks extend from the station to these platforms.

There are four street entrances to the facilities.

All three of the buildings are of concrete foundation and brick and concrete superstructure, with slate roofs. The exterior brick is a rough "West Salem" brick of dark red shade, and on the passenger station only the sills, belt course and coping are of cut Bedford limestone.

How Passenger Station Is Arranged

At the north end of the passenger station is a dining room with adjoining kitchen and storeroom. Separating this from the baggage room is an arcade. Directly south of the baggage room is the main waiting room connecting with a women's rest room and men's smoking room and the toilets. South of this is the express room, with another arcade between the express room and rooms for trainmen, car repair men and an ice box. In the waiting room are a ticket office, news stand, window to the baggage room for checking baggage and parcels, and two telephone booths. The interior finish of the waiting room is an art marble tile floor, buff colored pressed brick wainscot 7 feet high, above this the walls and ceiling plastered and painted. The interior woodwork in this room is golden oak finish. The dining room is finished the same except that the wainscot is burlap, painted, with oak vertical strips forming panels.

Entrance to the second floor of the passenger station, which is above the waiting room, is from the track side of the building. On the second floor are the telegraph office, conductors' room, conference room,

Section 217 EXAMINED AND CORRECT D. McDonald, SUPT. No	TIME OF <i>Frank Tonder</i>		Dollars	Cents	7
	During the Month of <i>June</i> 1854				
	From <i>1st</i> <i>27th</i>	<i>17</i> days, at <i>1.00</i>	<i>17</i>	<i>00</i>	
	Board with <i>Suanna Neff</i>	<i>27</i> days, at <i>28th</i>	<i>7</i>	<i>71</i>	
	Balance due him		<i>\$</i>	<i>9.29</i>	
Received Payment in full, <i>June 27th</i> 1854					

A Time Check in 1854—Note the Pay and Prices!

assistant yardmaster's, switchmen's, track supervisor's and special agent's offices and a toilet. The interior woodwork on this floor is natural finish of yellow pine.

At the freight house the wareroom occupies the first floor, along with an office for the platform foreman, a perishable freight room, locker room, toilet and two checker's booths. On the second floor, above the north half of the building are the offices of the agent and his force, file room and toilets for men and women. The interior finish of this room is maple floor, natural finish yellow pine trim and plastered walls and ceiling.

The boiler plant, used for generating steam for the heating of the passenger station, freight house and lay-over coaches, consists of the following equipment: One 125-horsepower Page water tube boiler, 1 7 by 4 by 8-inch American Marsh boiler feed pump, 1 Webster open-feed water heater, 1 7 by 8 by 8-inch American Marsh vacuum pump, 1 Yoeman combination steam and electric drive Duplex bilge pump, and 1 Webster Manufacturing Company ash elevator.

Boiler Plant Equipment Complete

The boiler is hand fired and is designed to carry a safe working pressure of 125 pounds per square inch. This boiler is what is known as a self-contained sectional water tube boiler and was manufactured by the Page Boiler Company, of Chicago. It is equipped with a soot blower and apparatus for automatically regulating the amount of water fed to the boiler.

The boiler feed pump was manufactured by the American Steam Pump Company, of Battle Creek, Mich. The operation of this pump is controlled automatically by apparatus connected to the boiler, which insures the correct amount of water being kept in the boiler at all times.

All water passing through the boiler feed pump is heated to a temperature of approximately 210 degrees Fahrenheit by what is known as the open-feed water heater, the heating medium being the exhaust from the various steam-consuming apparatus in the boiler room. In the event that there is not sufficient exhaust steam available, arrangements have been made to supply live

steam to the heater. In heating the feed water by this method a considerable saving in coal can be made. For every 11 degrees the temperature is raised, a saving of 1 per cent in fuel can be accomplished, and the steam condensed when intermingled with the water can be used over again in the boilers. This heater is equipped with a cold water makeup, and purifier and filter for purifying the water. This feed water heater was manufactured by Warren Webster & Company, of Camden, N. J., and is capable of raising the temperature of 9,000 pounds of water from 50 degrees to 210 degrees Fahrenheit per hour.

Little Waste in This Respect

The vacuum pump, manufactured by the American Steam Pump Company, is used for creating the vacuum on the return line of the heating system for the removal of accumulated air and water. All water returned from the heating system is discharged into the feed water heater and is used over again in the boilers. It can therefore be seen that none of the condensate from steam furnished for heating the various buildings is wasted.

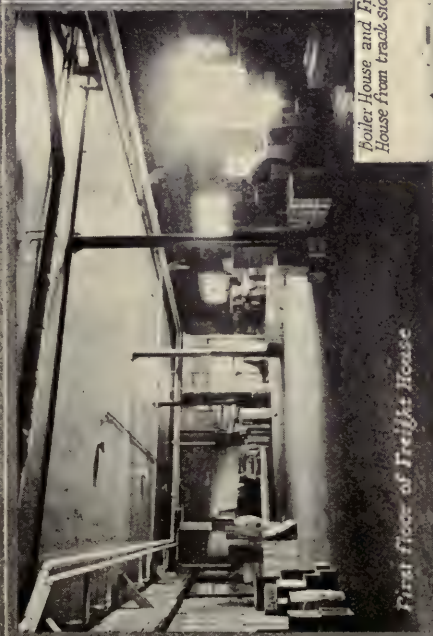
The floor of the boiler room is below the level of the city sewers. It could not be drained by gravity, and a bilge pump was provided. This bilge pump was manufactured by Yoeman Brothers, of Chicago, and is so arranged that it can be operated by either a steam engine or electric motor.

Coal is delivered to this building in cars and is dumped directly from the cars into a storage hopper under the track outside of the building. The ashes from the boiler are removed from the boiler room floor to a storage room adjacent to the boiler room where they are held until there is sufficient ashes to fill a car. From this storage room the ashes are conveyed to the cars by means of a continuous bucket ash elevator. The ash removing apparatus is electric driven and was manufactured by the Webster Manufacturing Company. It is capable of removing ten tons of ashes per hour from the ash storage room floor level to the cars.

Steam at a pressure of 125 pounds per square inch is delivered to the steam pumps in the boiler room, these pumps being the



View of Waiting Room



First floor of Freight House



Boiler House and Freight House from track side

Passenger Station, showing tracks and platform



Freight House, drive side, showing concrete paving



only apparatus that use steam at boiler pressure. The steam is then reduced to a pressure of 60 pounds per square inch, and at this pressure it is delivered to the steam lines leading to the coach yards. The steam pressure used for heating the lay-over coaches is 60 pounds per square inch. Steam used for heating the passenger station and freight house is reduced to 2 pounds per square inch at the buildings by means of pressure-reducing valves. The steam pressure carried on the various pipes can be seen readily on gauges that are set on the gauge board in a prominent location in the boiler room. By means of these gauges, the engineer in charge of the boiler room can see at a glance whether everything is functioning properly.

Ready for Future Extension

In the design of the boiler room provision is made for the possible future extension of the boiler plant equipment that may necessitate the use of an additional boiler, boiler feed pump and vacuum pump.

The passenger station, adjacent buildings and freight house are heated by means of direct radiation, live steam at reduced pressure being used in all buildings. This is necessary because there is insufficient exhaust steam for heating purposes. The total amount of direct radiation in the buildings is 5,400 square feet. The vacuum specialties used in connection with the heating system are manufactured by the Illinois Engineering Company, of Chicago.

One feature in connection with the heating system which is considered worthy of mention is the pipe tunnel in which the supply and return piping under the passenger station is installed. This tunnel will allow the piping to be accessible for repairs and changes at all times. In addition to the piping used in connection with the heating system all plumbing, electric conduit and water lines are installed in this tunnel.

The buildings are fitted with modern plumbing, electric lights and telephone service. There also are water connections in the freight house with hose for fighting fire. There are four hydrants outside at various points for fire protection.

East of the main track and south of the boiler house are two coach tracks for pas-

senger coaches standing at this station over night. There are heating and water connections through this yard.

Work Done by Chicago Firms

The general contractor on the work was Joseph E. Nelson & Sons, Chicago. They started work June 7, 1920. Mortimer & Lindstrom and Kehm Brothers Company, both of Chicago, had the contracts for the plumbing and heating work, respectively. The electrical work, all track work and the telegraph and telephone service were placed by railroad forces.

The grounds around the buildings and approaches from the different streets will be improved and made attractive by shrubbery, flowers and grass plots.

Courtesy and railroading should go hand in hand. All employees, especially those dealing with the public, should stress courtesy. Courtesy pays in any line of work and the courteous railroad man cultivates a great field and the harvest will be bounteous for the railway company for which he works.

To be courteous it is not necessary to be a Chesterfield, but to have a pleasant word to reply to all queries. In this day of keen competition among the transportation companies the public pulse must be felt. The traveling passenger agents and traveling freight agents of all big railway systems are diplomats in courtesy. Courtesy should permeate the physical system of the railway body. The Illinois Central and the Yazoo & Mississippi Valley railroads have always considered courtesy a valuable asset. In fact, the Illinois Central System seems to have been a pioneer in this line. Let every employee of the Illinois Central System form the "courtesy habit," for it pays handsome dividends to the employee and the great system.—S. L. BRANNAN, *Transfer Clerk, Leland, Miss.*

Patrons Express Their Appreciation of Illinois Central Service

Letters From Many Sources Show Regard for Courtesies Received

COURTESY, as a rule, does not become impressive until it has been exhibited many times by many persons. A single act of courtesy may stand out in contrast to acts of discourtesy, it is true; but when a considerable number of persons prove by their conduct that they are imbued with a common ideal of service—that they all are trying to make life more worth living for those with whom they come in contact—then, more than at any other time, does a patron realize that a company, a firm, a system, can be a courteous organization as a whole.

The French people have a reputation for courtesy because you can depend upon being treated kindly by almost all of them—not merely because you will find outstanding examples of kindness.

The Illinois Central System has been trying to make its service unusual in this respect. Its patrons have been taught to expect—and have received—courteous treatment, not just from some classes of its employes or on some parts of its lines, but anywhere they happen to be and from anyone they approach. If there ever was a taint of the "soulless corporation" about the Illinois Central System, proof of its absolute and final removal is contained from month to month in the letters from satisfied patrons which have been published in these columns. Service is the best thing the Illinois Central has to sell, and the people who buy it are getting their money's worth.

The letters this month show the range of Illinois Central courtesies.

An agent, after considerable effort, found a purse lost by a woman patron, and its restoration gave her a "very bright memory" of the finder—who incidentally, would not accept the reward. That "bright memory" may mean more business for the Illinois Central some of these days.

At the other extreme of the railroad's

work is a commendation of the success of a claim agent in inducing another line to arrange for a settlement of certain freight claims without resort to the courts. A belief in the fairness of the Illinois Central's methods of doing business undoubtedly will rest with the merchants who took part in the transaction.

From the Commission Men

The following letter is from F. W. Morff, of Chicago, president of the National League of Commission Merchants of the United States:

"In a discussion of topics of interest at the regular monthly meeting of the Chicago branch of the National League of Commission Merchants, some of our members called attention of our organization to the manner in which Mr. Breidenstein, your claim agent, induced the Gulf Lines to make an equitable settlement of numerous onion and cabbage claims. These cars were originally routed under supervision of the A. R. T., via St. Louis Gateway, for handling via Wabash, but, owing to conditions prevailing by that route, it was impossible to move cars through, and, in consequence the Illinois Central opened a gateway via Memphis and Baton Rouge, which enabled them to give service to Chicago. Claims on these shipments had been filed against the Illinois Central as delivering carrier, although it developed that most of the delay and consequent legal liability was a matter between the Gulf Coast Lines and the shippers.

"We understand that after the Gulf Coast Lines had refused to admit of any liability for these claims, your claim agent, believing in their merit, sent your Mr. Pierce to interview the president of the Gulf Coast Lines at Houston, Texas. The result was that a representative of the southern lines was sent to Chicago to work in harmony

with Mr. Pierce in an endeavor to adjust these claims. Practically all the firms on this market who were interested in these claims have had same adjusted and the merchants are well satisfied. While we could no doubt have collected these claims by resorting to our legal remedies, it would have caused delay and considerable expense.

"A resolution was adopted at our meeting, thanking the Illinois Central Railroad Company for the interest which they took in our behalf. It was also suggested that we address a letter to you advising as to the above facts and to assure you that such action on the part of your company helps greatly to cement the friendly relationship which already exists between the Illinois Central Railroad and firms in this line of business."

More Than Worth the Trouble

Writing from Mason, Ill., C. E. O'Key, agent, reports:

"Enclosed find letter of appreciation from one of our patrons who had lost her pocket book on Train No. 23, Sunday, April 10, and did not discover her loss for several hours.

"I made every effort to locate same and was successful after several days.

"Am today returning to Mrs. Parks her money which she enclosed to me."

And the letter enclosed is from Mrs. Edna Parks, of Helena, Mont., dated at Vandalia, Ill.:

"Enclosed find \$1 bill for your trouble. That is a very small amount, I know, but my circumstances are very poor as I had to borrow money to take me home. But it is surely appreciated from the bottom of my heart, for I never expected to see it any more.

"I thank you a hundred times, for I will always have a very bright memory of Mr. O'Key."

Alert at Getting Business

An instance of service on the part of an employe which is bringing business to the company is contained in the following letter from S. Freshman, of the Ehrlich-Pierce Coal Company, of Chicago:

"Through the efforts of your coal recon-signing clerk, Louis M. Berngen, we have diverted approximately ten cars of coal per

day, coming off the M. P., via C. & A. to us at Chicago via your line.

"We have found in our dealings with him, that he has always been on the job, able to give us prompt information and handled our orders in a satisfactory manner.

"We thought you would like to know this."

Good Employes Are Appreciated

An appreciation of the service of the Seminole Limited and of the "on time" arrival is to be found in the following from John B. Drake, vice-president of the Drake Hotel Company, Chicago:

"I have recently returned from a trip to Florida and cannot refrain from writing you to congratulate you on the good service of the Seminole Limited. We arrived at Jacksonville exactly on the minute the train was due, and on returning to Chicago we also came in right on time. The service in the dining car was excellent, the conductors and porters courteous and attentive, and altogether it was one of the most pleasant trips I have taken in a long time.

"I know from experience how hard it is to get good employes and keep up good service these days, and the Illinois Central is certainly doing more than could be expected during these strenuous times."

Appreciates the Panama Limited

The following appreciation of the service on the Panama Limited is from Edward J. Young, Madison, Wis. Mr. Young is with the Foster Creek Lumber & Manufacturing Company:

"I am a frequent traveler on your Panama Limited between Chicago and New Orleans and Chicago and Jackson, Miss., and it occurred to me that in these days of tribulation you would be glad to know that some of us appreciate the difficulties with which railroad operators are concerned. Because of that fact we more than ever appreciate good service.

"On April 11 I took the Panama Limited north out of McComb, Miss., and as I have always found it, the train was on time. The conductor and all other employes were not only courteous, but solicitous of the comforts of their passengers. This particular crew seemed as near 100 per cent efficient as it would be possible to get. It is

a pleasure to travel under such conditions.

"I do not recall names of the train conductors, but I was in car No. 28 and the Pullman conductor, I believe, was Mr. Dell."

Perfect, Except for One Bump

The following letters, both from Clinton M. Hall, United Retail Stores Corporation, 511 Fifth Avenue, New York City, are self-explanatory. Mr. Hall has had the advantage of some railroad experience, and consequently is in a position to speak with some authority.

The first letter:

"Noticing your request for constructive criticism of your service, I take this opportunity to give you a few comparisons and suggestions as I see them.

"Your Panama Limited is the finest train in the country, and I base this statement on its equipment, its prompt schedule and its excellent dining car service. I find it necessary to go to New Orleans several times a year and shall always use your line in preference to the Southern. The Southern Railway has heavy trains and in starting and changing engines nearly breaks our neck against the headboard of a berth. Your starting and engine changing is far less barbaric, but there is room for improvement, and this is the only criticism I can make of your excellent service."

The second letter:

"I appreciate yours of March 30, which came during my absence from town. In answer I would say I left New Orleans on March 28 and the only jar I experienced in changing engines or starting was at Memphis, just as I was falling asleep. Throughout, the balance of the trip was as perfect as railroad skill could make it.

"My letter to you written on the train was intended and meant to be more of a compliment than a criticism.

"I was born in New Orleans and my father, the late Harry H. Hall, was a director in the N. O. N. E., V. S. & P. and N. O. T. Railroads, and as a boy brought up on those southern railroads it was a delight to go back and see what your road has accomplished."

Good Service at Memphis Station

The following is a letter received from

Mrs. J. W. Martin, Covington, Tenn., by Terminal Superintendent J. M. Walsh, at Memphis:

"Just a few words to commend you and congratulate you for having in your service a man who understands the art of being human, gentlemanly and businesslike at one and the same time. I am compelled to use the Illinois Central between Memphis and Covington a great deal and am often in a last-minute rush and usually loaded with bundles, etc. And the little stout agent in charge of your Poplar Street Station at night time, through his courtesy and pleasantness, has done a great deal to make my trip more pleasurable than burdensome.

"I have noticed that this is his general manner to all who make use of the Poplar Station, and the Illinois Central will have no difficulties forging ahead of other competitive roads when the independent lines are fully established if it keeps in its employ a majority of men like this one.

"The world is so full of knockers that I believe it only fair to boost a man when he deserves it. I believe his name is Gregory, but am not sure. However, it is the stout, short man on duty at night and I hope he makes rapid strides in promotion. He most certainly seems to deserve it"

The letter refers to W. F. Gregory, ticket seller at the Poplar Street Station, Memphis.

Appreciated a Personal Letter

H. H. Taylor, president of the Taylor Coal Company, of Chicago, recently sent the following letter to W. E. Pleasants, ticket agent at Jackson, Miss.: "Recently I made reservations for my family to come north from Jackson to Chicago, and I had the courtesy of a personal reply advising me you had taken care of the request. This is certainly thoughtful and greatly appreciated by me, and I just wanted you to know that the same is appreciated."

Real Service—Like Old Times

"This is real service—something like old times," is a quotation from a letter received by Superintendent T. H. Sullivan from the Farmers Elevator Company of Williams, Iowa, thanking the Illinois Central for the prompt handling of a car of oats.

When a Good Man Moves



Those in attendance at farewell party for H. O. Kelly, held in LaSalle, Ill., freight office March 22, 1921. Identified in the crowd are the LaSalle girls in the first row, left to right: Miss Margaret Confrey, stenographer, Miss Elizabeth Keys, waybill clerk, Miss Helen Siegler, Miss Mary Clarke, Mrs. H. W. Vroman, Miss Marie Egan, Miss Helen Kearnes, Miss Mary Cawley, record clerk, and Miss Anna Cawley. Mr. Kelly is sitting directly behind Mrs. Vroman; to his left is Mrs. Kelly, while to his right are H. W. Vroman, C. B. & Q. agent, H. H. Martin, C., R. I. & P. agent, and J. M. Egan, Mr. Kelly's successor.

SPEECHES, music, food and a boxing exhibition were among the things enjoyed by those in attendance at the farewell party given in honor of H. O. Kelly, freight agent for the Illinois Central at LaSalle, Ill., on March 22. The entertainment was held in the new freight office at LaSalle. The mayor of LaSalle and the secretary of the Chamber of Commerce were in attendance, in addition to about seventy-five other friends and well-wishers.

According to the story by L. J. Hampden, editor of the *LaSalle Daily Post*, who was in attendance, "Not for many a long day has an entertainment of such a friendly and social character been enjoyed by those fortunate enough to be guests."

The affair was planned without Mr. Kelly's knowledge according to Mr. Hampden's account, and until fifteen minutes before he appeared at the station, he did not know that any sort of "blowout" was to be given. It

was no wonder then that he was overcome with surprise when he and Mrs. Kelly reached the top of the flight of steps of the spacious main office of the freight station and saw the large gathering. After he had mastered his emotion, at such a demonstration of friendship, he confided to an old railroad friend, "When they called me up and told me they were giving me a 'send-off', I just thought it would be some of the old 'gang'—the boys—but when I saw all these people gathered here I didn't know what to do."

The "boys" presented Mr. Kelly with a handsome gold finished fountain pen with his initials engraved as a token of their love and esteem. A telegram from the division superintendent said "Regrets. I can't come. New station is yours. Have a good time."

Hereafter the women of LaSalle will have a very different opinion of a ring battle. Up to last night they had harbored "dreadful" thoughts of two men knocking each other

about in the roped arena. They have changed their minds. One of the entertainment features on the program was a three-round boxing battle between "Kid" Tommy, of LaSalle, and his trainer and manager, Terry Martin. An improvised ring furnished the space and one of the prettiest little scraps seen here recently was staged for the benefit of the guests. Referee Confrey called it a draw, but in the popular mind "Kid" Tommy had a "shade."

Messrs. Martin and Vroman, agents of the two other competing roads here, spoke in praise and sincere friendship of Mr. Kelly. "Bill" Confrey presided as master of ceremonies, introducing each speaker and superintending the "buffet" luncheon which was served, a la I. C. employe waiters, followed by cigars, etc.

Tom Christopher sang two selections that were thoroughly enjoyed. The last one, "The Sunshine of Your Smile," particularly appealed to the guests. The accompaniment was played by Ben Flynn. The last was an encore. "Sam" Kidd sang a Scotch ditty that was also enjoyed, and he was given a round of applause.

Homer Reynolds, yard foreman, was the "chief" for the occasion and he won a bet with Mrs. Reynolds when all of his especially pre-

pared sandwiches were "put away" by the guests. Mrs. Reynolds had questioned their deliciousness and she lost her bet. The excellent food which formed the menu was prepared by the switchmen, and their expert work was complimented on all sides.

Following the banquet, the entire group were assembled by Photographer Max Freudenberg and a flashlight picture was taken. When the floor was cleared dancing was enjoyed for the remainder of the evening.

One of the features was the old time "Virginny Reel", directed by Ex-Mayor W. J. Brennan and which was well executed by a bunch of "green" hands as he "called" the numbers and figures. Many of the young ladies and gentlemen saw this famous dance for the first time.

Mr. and Mrs. Kelly will soon leave for Wisconsin, where Mr. Kelly has been assigned new duties. They will carry with them the best wishes of a host of friends. J. M. Egan, formerly of Mendota, who succeeds Mr. Kelly here as freight agent, and Mrs. Egan and their daughter, were present last night and were given a warm welcome as future residents of La Salle. They are estimable people and Mr. Egan has a splendid record of accomplishment as the company's representative at Mendota. His success is predicted here.

Forty Years With Illinois Central; Dies

William Smith, one of the pioneer railroad men of this community, died at St. Francis hospital on April 20 following a three weeks illness, says the Freeport (Ill.) *Journal-Standard*. Mr. Smith suffered a stroke of paralysis three weeks ago and gradually failed since that time. He was one of the best known railroad men in this section having been employed by the Illinois Central for a period of about forty years. He had been an engineer for many years and was pensioned by the company seven years ago.

"Hoke," as he was familiarly known to his many friends, was a very popular citizen and he had scores of friends all of whom will regret to learn of his taking off.

William Smith was born in Chatham, Illi-

nois, December 4, 1843, a son of the late Mr. and Mrs. Alexander Smith. He served with honor during the Civil War, having been a member of Company B, 114th Illinois Volunteer Infantry. He was a member of John A. Davis Post, G. A. R.

In 1866 he was united in marriage to Miss Rebekah McDaniels, who died two years ago last November. The family moved to Freeport in 1888, and Mr. Smith had resided here since that time. He was a member of Excelsior lodge of Masons and of the B. of L. E.

He is survived by the following children: William Smith, Clinton, Ill.; Mrs. S. F. Clark and Miss Lura Smith, both of Freeport; Frank Smith, Charles City, Iowa; Mrs. R. L. Brodt, Davenport, Iowa.

Editorial

ON DAMNING THE PUBLIC

The enemies of progress in the field of transportation have made effective use, in bygone days, of that historic expression, "the public be damned," credited to the late William H. Vanderbilt. Much of the oppressive regulation born of the last generation doubtless could be traced back to the publicity given the unfortunate phrase. Every act of discourtesy and every failure to oblige was magnified. The adjective "soulless" came into general use among the propagandists.

Mr. Vanderbilt was an intelligent man. There is nothing in the record of his successful and useful life to reflect the spirit breathed by the caustic phrase. Railway men for years have had their doubts as to its inception. Now comes Melville E. Stone, founder of the *Chicago Daily News*, and for many years general manager of the Associated Press, with an explanation which deserves wide circulation. Mr. Stone's reminiscences of his newspaper life, now being published by *Collier's Weekly*, relate the incident as it actually happened. The public may be left to judge.

Mr. Vanderbilt, it appears, arrived in Chicago in his special car, which was set out in a remote part of the Michigan Central yards. There were a number of friends in his party. A free-lance reporter whom Mr. Stone describes as "of an offensively aggressive type, importunate and impudent," sought an interview. Brushing porters aside, he located the executive at dinner. A request for an interview was met with the statement that the financier was engaged. Further insistence brought the concession that Mr. Vanderbilt would talk to him if the reporter would wait until the dinner was finished. This was not enough. The reporter insisted upon an immediate interview. It was late, he said. He would not reach the office in time. The public must be served.

At this juncture, according to Mr. Stone, Mr. Vanderbilt's temper arose. "The public be damned," he said; "you get out of here." And out the reporter went.

The story he wrote, and which he succeeded in selling to a Chicago newspaper—not the *Daily News*, for Mr. Stone refused it—emphasized Mr. Vanderbilt's reference to the public. The remark spread rapidly over the country. The misinterpretation was seized upon and circulated as a statement of Mr. Vanderbilt's carefully formed opinion.

A GOOD START AT WATERLOO

In this issue of the *Illinois Central Magazine* appears an article describing the systematic solicitation of freight and passenger business at various cities in Iowa by the Illinois Central Employes' Business Association, which originated in Waterloo. The article explains the aims of the organization and its method of going after the business.

With certain alterations to fit local conditions, this plan will insure a similar success on any part of the Illinois Central System.

The employes at Waterloo have proved to themselves, their friends and the company that they have it in their power to do great things for the company outside of their regular duties. Organized effort, they have shown, can vastly improve upon unorganized effort in the direct solicitation of business and in the promotion of good will. They have given the idea its first practical application, but they do not intend to insist upon a copyright.

Gladly do they explain their system and its success, in the hope that similar organizations may spring up on other parts of the Illinois Central and its allied lines. If each station can increase business in proportion to the Waterloo returns, they say, then the prosperity of the Illinois Cen-

tral—and, of course, the prosperity of its employes—will be assured.

The members of the association at Waterloo make no secret of the fact that their main effort is to carry out the policies of the management in such a way as to make the Illinois Central known as the greatest railway in the country. They believe that they have hit upon the most effective way to co-operate.

Certain it is that they have made a good start. But still—when one considers the possibilities for this sort of work in the vast organization of this company—it is only a start.

THE RAILWAY HEARING

A hearing having for its primary purpose the production and interpretation of information bearing on the "state of health" of the railways of the country will begin in Washington this month before the interstate commerce committee of the Senate. It is hoped that the hearing will be given wide publicity, in order that the general public may have the information upon which to base an intelligent analysis of railway questions.

The hearing necessarily will be broad in scope, covering all phases of railway operation and management. The railways welcome the investigation and have promised their utmost co-operation. They hope that from the mass of statistics and volumes of testimony which will be brought out will come an understanding of railway problems which will foster a constructive attitude on the part of the public.

The reasons for and purposes of the hearing are well set forth by Senator Albert B. Cummins of Iowa, chairman of the committee, in an article published in *The Nation's Business* for April, 1921.

"There seems to be a widespread misapprehension with regard to the causes for this lamentable result; or if not misapprehension at least a failure to understand a situation which threatens the solvency of many of the best railways of the country," writes Senator Cummins, in reference to the fact that the railways as a whole showed a small net operating income following the rate advances of last September, while many of them have not earned the cost of maintenance and operation. "I find among those

who have given some study to the prevailing conditions radical differences of opinion, both as to the cause and the remedy. This conflict of opinion arises, in my judgment, from a misunderstanding of the facts which have transpired in the last year. . . . The people want to know, and ought to know, just what has happened during the last year; why existing railroad rates have not accomplished the purpose of the act which returned the roads to their owners; and especially why the cost of maintenance and operation has not been reduced."

Senator Cummins then goes into the operating and financial statistics of last year and concludes:

"If the railways are to survive and render the service which the people of the country must have, the question I have proposed must be answered. It must be answered speedily, wisely and justly. It will be found, I think, that the answer does not lie in the main with additional legislation, but in the prompt and fair administration of existing law. However that may be, the people have a right to know all the facts and make up their own minds after an intelligent consideration of the entire subject."

It will be seen that Senator Cummins does not propose that the hearing in any sense will be a trial of the railways. It will be an open-minded investigation of the complex problems affecting the railways and it should be productive of more constructive thought than has ever before been given our railway problems by the general public.

There doubtless will be influences at work which will attempt to give the hearing the air of a criminal proceeding, with the railways in the role of prisoners at the bar. It will be surprising indeed if the old bugaboos which have been used to rally opposition to intelligent appreciation of railway problems are not re-vamped and re-aired before the committee. The quack doctors will be there with their fake "cures." There should be no attempt to bar them. Let them offer what they have to say. It will do the country good to have their "professional" advice critically analyzed, as it should be analyzed.

The hearing will permit railway managements to clear themselves of the unfounded charges which have been made by those

who have sought to hamper successful operation under the present plan of things. It is not expected that the record of the last year will be a perfect one. The railways of the country are a great complex organization. The review doubtless will show that mistakes have been made. That is natural. But it also will show why those mistakes were made—the causes back of them. And that also the public should know.

There should be no attempt to pre-judge the hearing. We should enter into it with open minds. And it will do the railway cause much good.

THINK AND TALK ABOUT COAL

As will be seen by reading the president's statement, headed "Illinois Central System Sounds a Warning of Impending Coal Shortage," which appears on another page of this issue, the management is trying hard to stimulate the movement of coal during May and June, believing that if coal is not moved in large volume during these months the open top car supply will be inadequate to take care of the coal movement during the latter half of the year. Many employes are co-operating enthusiastically with the management by talking to coal dealers and consumers in regard to the great importance of laying in their coal supplies for fall and winter immediately. It is hoped that all employes will throw themselves whole-heartedly into this movement. By doing this in a vigorous way they can accomplish a great deal for the company at a time when the assistance will prove of the greatest benefit.

THE GOVERNMENT OWNERSHIP BOGEY MAN

Every now and then someone with a real or fancied grievance against a railroad rushes into print with his complaint and concludes his story with what he conceives to be the railroad man's nightmare—the threat of government ownership. This has about ceased to terrorize. It has come to be understood very generally that if government ownership is best for the country it will inevitably come about under the operation of economic laws that never fail. The question is: Is this method of disposing of

the transportation problem best for the people of the United States?

Students of the transportation question are in the habit of saying that if the railroads do not succeed under private ownership, nothing remains but government ownership, and doubtless they are right. For the products of our farms, mines, forests and factories must be moved to markets, else our whole industrial system will collapse.

Whether the roads do succeed under private management rests with the American people. Public sentiment is the real ruler in a republic, and public sentiment can reduce expenses, strengthen railroad credit, and put the railroads upon a basis of efficiency and security.

Why should the people want the railroads to be owned and operated by the government? What would they get out of it? How would they be better off? These questions must be answered and answered practically, not by theorists and visionaries, not by politicians who see hopes of building up a huge partisan machine, not by selfish interests that look forward to easy and lucrative employment, but by the patrons of the railroads, the producers and consumers of the things that are shipped, who pay their hard-earned cash for transportation.

There is a class of people many of whom are professed political economists who have always believed in government ownership and who always will believe in it in the face of the most stubborn facts and the bitterest experiences. These men argue that since railroad business is public business, it must be transacted by the government—the agency set up by the people to handle public affairs. It is useless to argue with this class. They are perfectly sincere and in every discussion they appeal to what they call the certain logic of the situation. To them a syllogism is more substantial than a brick wall. They, like Ephraim, are joined to their idols.

But what of the average hard-headed citizen who is neither a theorist nor a fellow with an ax to grind? We assume that this average citizen is an intense American, loving his country, proud of its history and devoted to its ideals. He knows that our wonderful growth and our present proud position in the world are based on our spirit

of individualism—our policy of giving to the individual the largest possible latitude in working out his own salvation. He knows that government business is nearly always badly handled, because there broods over all of it, like a deadly blight, the methods of the bureaucrat. It is stereotyped, reduced to rigid rule, carried on by formulas. It stands still. It holds out no rewards for men with initiative. It discourages innovation. It is disturbed by reforms and reformers. It never commands the best talent. Those eminent men who fill conspicuous positions for a limited time, and who determine general policies, rarely become familiar with the routine work of their departments. That work is carried on year after year in the same wooden fashion by men whose ambition has been buried in red tape.

Our average well-informed citizen knows that if our railroads, our mines, our factories and our shops had been always government controlled, we would be about where we were fifty years ago. Government control of industry is foreign to our whole theory of civilization. The average man knows, too, that politics would surely dominate the policies and management of the roads. At the head would be a cabinet member or a director general who would be chosen as a reward for political activity. The higher salaried positions would go as plums to the faithful; the roads would be run by the servants of bureaucracy, grinding away at their desks and waiting for the quitting whistle to blow.

It is usually said that our experiment with government control was not a fair test. The statement is true. It was not. It was understood that the control was temporary, and consequently nearly all the able railroad men elected to stay with their properties. It was a time of war, and these same men were fired by patriotic ardor not to desert the ship in time of peril. Had the government taken over the roads permanently in time of peace and applied the usual policies as to salaries and methods, the fine corps of railroad men who stood by the enterprise in 1918, and made it measurably successful, would have left the government to its own devices, with what results we can only imagine. Say what you will, a railroad man

must be on his toes all the time. He must be a born fighter. In the government service it is unethical to be enthusiastic. It is bad form, to say the least, and this spirit works right down from the highest in authority to the lowest. You cannot get men away from the idea that when they are working for Uncle Sam they are not expected to hustle. It seems undignified.

Aside from the effect of taking this huge industry out of private hands and making it and its two million employes a part of a political machine, we may well inquire what benefit will come to the public from such a course. No one can be found to predict that railroad employes will be willing to work for the government for less wages than for the present owners. It is nowhere suggested that the government will be expected to bring about greater economies than the present management by reducing wages below a reasonable basis. The intimation is rather that government ownership will improve the condition of employes by increasing their pay. No one can hope that dealers in materials and supplies will sell to the government for less than to the railroad companies. Why should they? True, certain salaries of officers might be reduced to the government standard, but the saving would not be one-fourth of 1 per cent of the total operating expenses. There is nothing in the nature of the thing, and nothing in the history of the industry that gives the slightest ground for believing that the government could operate the road more cheaply than the present management. On the contrary, the indications are all the other way. But some one says the government would reduce freight and passenger rates. How? Where would it get the money to pay expenses? There can be but one answer if rates are generally reduced. It must come from the treasury, and be raised by taxation. Are the American people willing to be taxed to take care of the deficits which would certainly result from such a program? The people must answer.

We believe a great majority of the people think the railroads should be self supporting. It is not likely that the government will ever again rent the railroads. If it takes them over again, it will buy them. They will cost the government upon a fair basis

of valuation not less than \$20,000,000,000. The Interstate Commerce Commission fixed the tentative value in 1920 for temporary rate making purposes at \$18,900,000,000. The government cannot confiscate this property. The owners have a constitutional right to receive the fair value of the property. Where will the government get the \$20,000,000,000? Can a bond issue be sold in this amount? Let the answer come from those who sold the Libertys under the whip and spur of patriotic fervor. It is doubtful if it can exchange its securities at par for the property unless the securities bear at least 5 per cent. This would add \$1,000,000,000 a year to the public's interest charge, and with no result except a loss in efficiency, poor operation and huge operating deficits.

Government ownership—forget it! Let us all go to work.

THE HARRIMAN START

To the day of his death, individuals, magazines and learned societies pestered E. H. Harriman, the great railroad man, to outline the secret of success. Mr. Harriman gave little advice along those lines, not because he was loath to aid others, especially young men, with his experiences, but because he realized the futility of attempting to teach higher mathematics to those who had not yet learned to count.

A young friend of Mr. Harriman, anxious to get ahead, once asked him how to be successful.

"Well, I'd take \$5,000—" began the railroad magnate.

"But I haven't got \$5,000," objected his questioner.

"You haven't \$5,000?" Mr. Harriman continued. "Then go out and save it, young man, save it!"

He knew that capital, a reserve fund, was necessary to grasp opportunity. He realized that the only safe and sure method of acquiring capital for the first step upward on the financial ladder was by saving. Opportunity was knocking on his questioner's door when Mr. Harriman said "Why, I'd take \$5,000—" His advice probably would have meant financial independence or possibly wealth to his questioner, but he got no further, because the man he was about to help did not have \$5,000.

Have you got \$5,000? If you have not, follow Harriman's advice and "go out and save it." The process under modern conditions is neither hard nor long. The United States treasury has issued government savings securities for that very purpose.

All that is necessary for you to do is to set aside a certain part of what you earn every week and transform it in government savings securities regularly. In that form, it will be both safe and profitable. Your money will make money, and you can get it and use it when opportunity calls.

If you follow that system, and a man of the caliber of E. H. Harriman is willing to point out to you the path to affluence, you won't have to stop him when he says "I'd take \$5,000—" You can say: "Yes, yes, go on. You interest me strangely."

THE RATE IS NOT THE VILLAIN

The cost of transportation still plays a relatively unimportant part in the retail selling price of commodities, despite the decreases which have been effected in the cost of living since the peak was reached last August.

A survey by the Bureau of Railway Economics shows that immediately following the rate increases last fall the average railroad receipts per ton mile for all freight handled was an increase of 60 per cent over the average for 1914, while the average cost of a large number of commodities had increased 142 per cent over their 1914 costs. The commodities were the ones selected by the United States Bureau of Labor Statistics for its statistical findings. Since then, however, the reductions in prices have brought the average cost of the commodities listed down to a point where they show an increase of only 77 per cent over the 1914 level, while the average railroad receipts per ton mile for the same time—the month of January—were 66 per cent over 1914.

A nation-wide campaign is being waged for the reduction of freight rates. One of the arguments advanced is that the present scale of rates forms an impediment to the resumption of business. It was not argued in 1914 that rates were a parasite on business, and yet in January, the latest month covered in this survey, rates were actually

lower, compared with commodity prices, than prior to the war.

The case of California lemons is frequently cited by those who seek to show that the present level of freight rates has caused depression. It is well to examine the facts. Prior to the rate increase of August 26 last, the carload rate on lemons from California to New York was \$1.25 a hundred pounds. At present the rate is \$1.66½ a hundred pounds. California lemons received in New York average 300 lemons to the box, the boxes averaging 84 pounds. This means that the former rate was approximately 41/5 cents a dozen. The present rate is about 53/5 cents a dozen, or an increase of 12/5 cents—hardly enough to destroy the industry.

Samuel O. Dunn, writing in the *Railway Age*, replies to the attacks on freight rates which he says has been made by commission merchants in Texas, Florida, other southern states and California. He shows that freight rates do not play the big part in retail prices of cabbage, onions, spinach and other products that those who attack freight rates would have us believe, but that the big factor is the margin between the cost of production and transportation and the retail selling price.

Mr. Dunn shows that on April 16 an average of \$7 a ton was being paid the Texas producers of cabbage. The cost of transporting it 1,300 miles to Chicago was \$26.30 a ton, including not only freight rate, but the cost of refrigeration and the federal tax. The total paid the producer and the railways was \$33.30 a ton, or approximately 1.67 cents a pound. On the same day cabbage was selling in Chicago for 7 cents a pound, or at the rate of \$140 a ton, leaving a margin of \$106.70 a ton, or approximately 75 per cent of the selling price.

On the same date the Texas producer received \$42 a ton for white onions. The cost of transportation to Chicago was \$29.64, making a total of \$71.64, or 3.58 cents a pound. But white onions from Texas were being retailed that day in Chicago at 10 cents a pound, or \$200 a ton, leaving a \$128.36 margin.

The Texas producer received \$5 a ton for spinach at that time, the railways \$30.36 a ton for hauling it 1,300 miles—a total of

\$35.36 a ton—and spinach was sold in Chicago at 15 cents a pound, or \$300 a ton, leaving \$264.64 to be accounted for.

A conductor on an Illinois Central passenger train heard a passenger commenting on the cost of travel the other day. The passenger was a farmer.

"What's the matter with you?" the conductor asked. "When eggs were 10 cents a dozen and oats 20 cents a bushel you paid 3 cents a mile and the accommodations you had were nothing like so luxurious as you get now, when you pay 3.6 cents a mile and your products are selling for what seems, in comparison with the old figures, bumper prices."

The Wayfarer

There probably is no section of God's country that does not hold at least a few patriotic souls who believe their particular corner of the globe the finest. The sun shines brighter, the potatoes grow bigger, the women are prettier, the fish bite better—or there are other compensations to life thereabouts commanding the superlative.

Conversely, there are those in each section who rail at their allotted portion of the sphere. They can tell you of fairer lands where there is brighter sunshine, bigger potatoes, prettier women or keener fish.

The Wayfarer was brought up to regard the land of his nativity as the choicest spot in God's garden. Any one who voiced a doubt thereof was thought lacking in judgment, to put it kindly.

We have visited many sections of the country served by the Illinois Central System, meeting and talked with the home folks, and have yet failed to find a spot without a few loyal boosters and a few disloyal knockers.

The conclusion is hardly a discovery—it has been accepted many years as a truth, but it will bear repeating. That is, that a com-

munity lends itself to the talents of a man in direct proportion to his own adaptiveness. If a man has the desire to surround himself with dependable friends and to create a worthwhile life, he will do it, and in the doing his eyes, looking upon the sunshine, the potatoes, the women and the fish, will pronounce them good. If he doesn't have that desire and the ability to translate it, he fails.

Community development offers an especially fertile field for railway station agents. The Wayfarer recently had the privilege of observing what a number of agents have accomplished along this line. A case in point comes from western Tennessee.

No member of the community of Newbern is more respected than Agent J. E. Milner. Not only is his influence felt over that community, but his good works are known throughout the county. Agent Milner is a student of the problems of farm and community life. He knows his own job—and more. His advice is sought by railway patrons on subjects other than railway business.

"A station agent to be successful must know his community, its resources and its needs—and, above all, its people," Agent Milner told to Wayfarer.

This man represents a type of agent well known to patrons of Illinois Central lines. As a class, Illinois Central agents are community builders—progressive men.

Handling shipments was being discussed at the wayside where the Wayfarer lingered. "I always handle a piece of freight just exactly as I would if it were my own," a freight train conductor remarked. "Mishandling is costly to the company, it prevents the getting of new business and it is likely to make an enemy instead of a friend out of the shipper and consignee." Comment should be unnecessary.

A friend of the Wayfarer recently used Illinois Central lines for the first time. He heard of Illinois Central courtesy and he was watching to see how it worked out. By the time he arrived in Chicago he was enthusi-

astic. "The best bunch of trainmen I ever saw," he said, when he stepped from the Diamond Special.

Wedding Bells



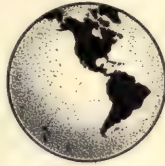
The wedding of Miss Charlotte Van Housen and Elmer A. Axen took place in Chicago on April 1. Mr. Axen is chief clerk in the office of A. M. Umshler, superintendent of the Chicago terminal. Among the many gifts was an engraved silver service given by the officers of the terminal division. A. Bernard, formerly acting superintendent, made the speech of presentation.

A CLAIMS DEPARTMENT WEDDING

The claims department has been brightened by the marriage of William J. Heckmann to Miss Hilda Barbara Schwartz, which took place at Dubuque, Iowa, Tuesday, April 26. Mr. and Mrs. Heckmann have the best wishes of the many employees of the claims department.

PUBLIC OPINION

What the



World thinks

WHY FREIGHT RATES ARE HIGH

We call particular attention to the Illinois Central System's discussion of the subject of freight rates in this issue. In this article President Markham goes on to show that the pre-war freight rates were really too low, that under those rates the earnings were not sufficient to make these securities yield an attractive return, with the result that these securities were not taken sufficiently to maintain their properties, to make improvements or betterments, with further results that their properties now need a great amount of money spent upon them. This money can only be had by allowing earnings sufficient to induce investors.

Even as it is, freight rates have not kept pace with cost of operation and material. Since 1917 freight rates have been increased on the whole about 68 per cent and passenger rates about 45 per cent, while in the same period wages have increased more than 100 per cent.

Evidently, Mr. Markham is writing to warn against propagandists who seek to undermine confidence and faith in the railroads when he says:

"However, this is a time when clear thinking is needed—a time to stand by the principles that gave America the greatest and most efficient system of railways in the world. Above all it is not a time to lend encouragement to those who are seeking to fasten permanently upon the railways the very evils from which they are now struggling to free themselves."—The Argenta, (Ill.) Register, April 7.

A BASIS FOR DISCUSSION

Any discussion of the transportation problems now confronting the American people must be based upon the assumption that railroad transportation can be successfully de-

veloped only by adhering to private ownership and operation. If the people of the United States become discouraged or bewildered and adopt government ownership, American railroads will gradually pass into a state of coma and over industry will slowly come a creeping paralysis.—PROFESSOR EMORY R. JOHNSON, dean of the Wharton School of Finance and Commerce, University of Pennsylvania.

GOOD WAGES FOR GOOD WORK.

In industry good wages and good work are equally important. Good work makes a good product. Good wages make a good market.

A high standard of wages means a high purchasing power, and it should be one of the business objects of employers to maintain a general high standard of wages in order to maintain a general market for their products.

On the other hand, it should be the intelligent purpose of the labor unions to meet any depressed situation in business by increasing productivity, and removing hampering union rules which interfere with productivity and profits.

The first requisite for the payment of good wages is that the employers make enough money to be able to pay good wages.

Wealth cannot be distributed until it is created, and whatever interferes with the creation of wealth interferes with the distribution of wealth in wages as well as in profits.

When union rules interfere with the creation of wealth they interfere with the welfare of labor as much as they interfere with the welfare of capital.

As a matter of mathematical fact they interfere with the welfare of labor a great deal more than they interfere with the wel-

fare of capital, because about 90 per cent of the wealth created is distributed in wages, and capital is well content with anything like 10 per cent of the wealth created.

Wealth is production. There may be prospective wealth, putative wealth, potential wealth, in the soil, in the ore veins, in various latent forms—but actual wealth is only that which has been produced into the things that men require.

The more there is of production, therefore, the more there is of wealth.

And everything, from human skill to labor-saving machinery, which increases production, increases wealth, and increases the welfare of the entire human race.

The greater comforts, luxuries, conveniences and advantages that modern man possesses over the men of former ages are due directly to increased productivity, which puts many of these comforts and advantages within the reach of all.

Still greater skill, still greater mechanical ingenuity and productive machinery will provide still greater comforts, conveniences and advantages, and place them at the disposal of absolutely all.

Whenever labor by restrictive rules, or capital by curtailing production, interferes with the creation of wealth, it interferes with the material development of the race and with the common possession of the advantages of modern productivity as far as each restrictive act is operative.

There are two fundamental facts to be recognized: first, that productivity is necessary for permanently high wages, and, second, that high wages are essential to general prosperity.

The less the productivity, the less there is to be distributed in profits and wages.

That is reasonably obvious.

And since the vast majority of the people of this or any other country are wage earners, and general prosperity depends upon the prosperity of the mass, it is equally obvious that only liberal wages will create general prosperity and the general purchasing power, which, in turn, means the prosperity of every individual and of every individual business.

Let us, therefore, pay good wages for good work, and give good work for good wages.

For only by such co-operative effort can we create the fullest productivity, the greatest purchasing power and the greatest prosperity.—WILLIAM RANDOLPH HEARST in April issue of *Hearst's Magazine*.

RAILROADS HAVE A SIDE

President Markham of the Illinois Central railway system once a month gives the readers of the *Leader* a discussion of railroad matters that is well worth the careful perusal of people who really want to be informed on questions that are to the fore in our social, industrial and political life.

Now someone will interrupt at this juncture and exclaim that President Markham gives the railroad's side of the matter. Assuredly. And that remark is an admission that the railroads have a side. But aside from that, when a man is occupying the position Mr. Markham does, he cannot afford to come out in a signed article with statements which have no foundation whatever.

Now, as to the railroads and the freight rates. People are demanding freight reductions with a loud and persistent voice as the panacea for our financial ills. Mr. Markham insists that freight rates cannot move up and down in response to every temporary business fluctuation, which is most reasonable.

The gist of the communication is that the public be patient and give the railroads a fair try-out; that they are passing through a critical period or readjustment, as is every other business.—West Point (Miss.) *Leader*, April 15.

ASKS SUSPENSION OF JUDGMENT

President C. H. Markham, of the Illinois Central, has written a very interesting and enlightening letter to the public on the subject of existing freight rates. He deals with all phases of the subject, and makes the point against those who argue that the present rates are too high, that, even if the rates were reduced to the pre-war level on cotton, for instance, not a bale more would have moved than has actually moved, because of the low price and stagnation in the market. He argues that the same condition exists with commerce and trade the country over and rail rates have nothing whatever to do with the period of business depression which

is just now beginning to pass. Nor, from his argument, has any advocate of a reduction of rail rates as a stimulant to traffic a plank to stand upon after reading the presentation by this practical railroad man.

He goes on to show that the pre-war freight rates were really too low; under those rates there was not sufficient earning by the railroads to make their securities yield an attractive return, with the result that those securities were not taken sufficiently to enable the roads to maintain their properties as they should, and to make improvements or betterments, with further result that the various properties now need a great amount of money spent upon them. This money can only be had if the roads are allowed to earn sufficient to induce investors to take their stocks and bonds."

Even as it is, freight rates have not kept pace with the cost of operation and material. Since 1917 freight rates have been increased on the whole about 68 per cent and passenger rates about 45 per cent; but during the same period railway wages have been increased more than 100 per cent while materials and supplies have increased from 100 to 200 per cent—and even more.

Evidently, Mr. Markham is writing to warn against propagandists who seek to undermine confidence and faith in the railroads when he says:

"However, this is a time when clear thinking is needed—a time to stand by the principles that gave America the greatest and most efficient system of railways in the world. Above all it is not a time to lend encouragement to those who are seeking to fasten permanently upon the railways the very evils from which they are now struggling to free themselves."

Undoubtedly there is strong propaganda being now fostered with the evident intention of weakening and breaking down the railroads so that the government will take them over. That is precisely what these socialistic "borers from within" want. There may be a degree of selfish interest in it also. Under government control it was so easy to organize a demonstration and intimidate Congress that the scheme appears susceptible of being worked again and again—provided the railroads can first be gotten into the

government's hands. Then, every time wages are desired to be boosted it will be easy. All that is necessary to do is to threaten Congress with "the railway vote," and such raises, bonuses or other demands will be speedily forthcoming.

But the people will have to pay the bills—even as they are now paying the bills for the expensive government experiment. Mr. Markham has done well to sound a warning against the insidious effort to reopen the most wasteful and extravagant regime the world has ever seen in the whole history of transportation. The high rates the railroads charge now are a necessary legacy from that period.—Birmingham (Ala.) *News*, April 2.

A WORD FROM LABOR

Melvin Dexter, writing in the Chicago *Labor News*, issue of March 25, 1921, says: "By their words and action ye shall know them." Any one who believes that Trotsky's form of freedom is better than American Freedom should go to Russia and take his chance at starving to death or being shot; but those who believe the American Government is better than Trotsky's should put their belief into action by being good and useful citizens."

CRUX OF RAILROAD QUESTION.

There is nothing to be gained by getting hysterics over discussion of the railroad freight rate question. It is true that the situation is bad—even critical—and that something must be done with the least possible delay, but mere denunciation of the rates charged gets us nowhere. The question is whether the rates ought to be lower, and, if so, how that can be accomplished.

Now, for one thing, the official reports of the railroads as filed with the interstate commerce commission and subject to checking by the commission to ascertain their accuracy, show that the roads as a whole are not getting enough out of current operation to pay current operation expenses. The roads are not getting rich at the expense of the people—that is certain.

Moreover, there is something of interest in a comparison of freight rates with prices of commodities. Such a comparison, tak-

ing the year 1913, before the war, as a basis for computation, shows that freight rates, when figured on an average ton-mile basis, have advanced 66 per cent, while the average wholesale prices of commodities have advanced 77 per cent. Comparisons for other years make an even more impressive showing. In 1919 the average receipts per ton mile had advanced 35 per cent as compared with 1913 while the average wholesale price of commodities had advanced 112 per cent.

It is clear from this that freight rates did not go up in proportion to the prices of commodities. There was good reason why they didn't. Prices of commodities are determined by supply and demand—by private agreement as to prices. Freight rates are regulated by the government through the interstate commerce commission. During 1915, 1916 and 1917, the average receipts of railroads per ton mile remained practically stationary, as there was no advance in rates. But commodity prices had advanced 24 per cent by 1916, and 76 per cent by 1917.

The unfortunate circumstance is that the railroads did not get their advances along with advances in other lines of business. Their rates were not materially increased until near the time for the after-war slump. The government failed to authorize collection of higher rates when everybody would have been both able and willing to pay them out of the high prices received for commodities, and then authorized the increase when prices of basic commodities had fallen almost to pre-war levels. In addition to that, the government, through its railroad administration, adopted rules which required the railroads to pay for services not rendered and placed upon their payrolls large numbers of men not needed.

These are facts shown by the records. The private managers of the railroads are not responsible for the conditions above described. It is quite likely of course that private management can effect some economies, and this has evidently been done, as indicated by the increased amount of freight carried per car and the increased mileage the cars make per day. But economies of this kind cannot possibly be sufficient to meet the critical situation. Government regulation proved unequal to its task in the

days when the country could have easily paid freight rates somewhat in proportion to increased prices of commodities. The owners of the roads ought not be made to suffer for the acts of the government or its agents. Manifestly, freight rates cannot go up, the roads cannot pay the present operating expenses on present rates, hence the expenses must come down or the government must take over the roads and pay the deficits out of the treasury as it did in the period of the McAdoo regime.—Dubuque (Iowa) *Times-Journal*, April 26.

MODERN CHARIOTEERS

Phaeton, having been promised by his father, Apollo, that any wish that he might express should be granted, demanded that he be permitted for one day to drive the chariot of the sun. Unable to dissuade his son and unwilling to break his promise Apollo gave Phaeton careful instructions and warnings and permitted him to start. The last advice Apollo gave was "Spare the whip and hold tight the reins." Phaeton started, but soon found that he could neither control nor guide the fiery steeds. They dashed headlong and unrestrained into unknown regions, now high in the heavens, now down almost to earth. The earth was scorched and blackened and was saved from destruction only by Jupiter launching a lightning bolt that struck Phaeton dead from the chariot. Modern Phaetons now clamor to be given permission to drive the chariot of transportation by railroad.

I knew a locomotive fireman who had difficulty in keeping the water in the boiler warm enough to shave with, but who could see, day by day, that the master mechanic and the superintendent were making pretty nearly clear scores of errors. Such men are now in evidence.—Extract from an address by EDGAR E. CLARK, Chairman, Interstate Commerce Commission.

SURGEONS HOLD MEETING

The annual meeting of the joint association of Illinois Central and Yazoo & Mississippi Valley surgeons was held at the Hotel Chisca in Memphis, Tenn., April 29 and 30. Included in the program was a stag dinner the evening of April 29.

CLAIMS DEPARTMENT

WHAT HERNIA REALLY IS

Hernias are frequently made the basis of personal injury claims. Claim agents are therefore constantly confronted with the subject of dealing with this class of claims. They have difficulty in convincing claimants that hernias do not result from injuries. In this connection the following article by Dr. W. A. Evans, appearing in the *Chicago Tribune*, March 25, will be interesting:

"Hernia is rupture and rupture is hernia. Beyond this there is no need to define the term for people of the intelligence of those who read this column. In hernia of the abdomen some of the contents of the cavity push out between layers of muscle and fibrous tissue and come to occupy a sac which is covered by skin and sac wall and not much else as a rule.

"Why a hernia? Because there is in the abdominal wall either an opening or a weak place located in a zone where the contents of the abdomen are under a good deal of pressure.

"Why the openings and the weak places? One way to answer the question is by saying nature made them so, but that answer is nothing more than a string of words. As a rule the weak places are those in or near which something naturally comes out or came out before birth or soon after. For instance, navel hernia is frequent because up to birth all of the food, blood and air supply went in and out through the navel ring. There is not time after that to build up a strong wall to close the ring.

"Whenever a person develops a hernia it is because he was born with an open hernial ring or with one that was so loosely closed that it was easily pushed up. But most hernias are discovered just after some jerk, jar or hard muscle strain.

"How is that to be explained? The hernia was there all the time. The soreness from the strain caused an investigation which re-

vealed the hernia. Or under the strain a small hernia bulged out and became more prominent, or muscle strain caused a congenitally weak drumhead stopping a hernia ring to give way and permit the hernial sac to bulge. What the man was born with is more blamable than was the accident or strain.

"How does a hernia do harm? The herniated tissues may strangulate. That very hazardous accident may be suspected if colicky pain radiating from the hernia region is felt. A person with hernia who develops colicky pain, shock, faintness, nausea must get surgical help instantly. To wait until tomorrow probably will mean death. Leaving out this hazard, the harm done by hernia is limited pretty much to the inconveniences caused and to limitation of working power.

"What is to be done about it? Some cases can be cured by exercises to develop the muscles of the abdominal wall. Some hernias of the navel in children can be cured by wearing binders. If a hernia incapacitates one enough or causes enough trouble of it or has a way of causing colic occasionally, it should be operated on. But the average man with the average hernia will wear a suitable fitting truss and let it go at that. For him that policy represents good judgment."

A RECORD TO SHOOT AT

The maintenance of way department, Iowa division, is to be congratulated on its 100 per cent record in prevention of accidents in March, 1921. Not a personal injury occurred in that period. This record illustrates what can be done by being constantly on the alert to avoid dangerous practices.

SAW A CHANCE FOR A SUIT

Miss M. R. Baggett and Mrs. R. H. Howard brought suit for \$25,000 each, actual and punitive damages, in the circuit court of

Bolivar County, Mississippi, for failure of the railroad on April 22, 1920, to have separate accommodations for the races on its train on the Helm & Northwestern, a branch line twelve miles long on which tri-weekly train service is maintained.

The cases were tried together on April 4, 1921, resulting in a verdict of \$100 each, which was the amount offered in compromise of the suits some months ago.

The proof showed that, a few days before the date complained of, the combination coach which was originally used on that run broke down and had to go to the shop for repairs. Another compartment car was not readily available, so a few trips were made with a car one end of which was used for baggage, the other for passengers.

Proof further showed that no white passengers ride on that line, except in rainy weather, and very few negroes. On the trip in question there were no passengers except the two white women who brought suit and a negro man and woman. The white women made complaint to the conductor about not having separate accommodations, so he directed his flagman to stay in the passenger end of the car and see that the women were in no way annoyed. The train being a little late, the conductor stopped it near a farmhouse and held it until one of the women could go to the house and telephone a relative about meeting them.

The railroad, being technically guilty of violation of the separate coach law, cannot well complain of the result of the trial, but in filing the suits advantage was taken of a mere technicality, as no inconvenience or unpleasantness could possibly have been experienced. Instead unusual courtesy and accommodation were shown by the conductor of the train.

CATTLE GUARDS AND STOCK

E. G. Nelson sued the Y. & M. V. in the circuit court of Sunflower County, Mississippi, for \$650, for injury to two mules, including the death of one of them, because the animals were chased over a cattle guard by a train. The suit was tried, and a peremptory instruction given for the railway.

It frequently occurs that stock trespassing on the railroad right-of-way takes fright at an approaching train and runs ahead of it

over cattle guards and into bridges, resulting in serious damage to the stock.

Of course, if an engineer were maliciously to continue to chase the animals for a long distance and not slow down, giving them an opportunity to leave the track, liability might be predicated on such an act, but where they are not chased for an unreasonable distance or when stock fails to leave the track when given an opportunity to do so, recovery cannot be had for injury sustained while being chased.

If owners of livestock would keep their animals away from the railroad they would save themselves loss and annoyance; they would save engineers and trainmen many anxious moments, and they would save the railway much expense.

SUIT TRAVELS LONG ROUTE

The Supreme Court of Mississippi on March 28, added another chapter to a long-drawn-out personal damage law suit.

On October 14, 1915, J. D. Mullins, train flagman, was found fatally injured beside the track after his train had pulled away from the town of Harriston, Miss. He was taken to the hospital at Natchez, Miss., but lived only a short time. A substantial offer of compromise was made his mother, who was his only next of kin, but other counsels prevailed and a law suit was filed.

The trial in April, 1916, brought a verdict of \$20,000. On appeal, the Supreme Court of Mississippi cut the verdict to \$12,000 and stated that, were it not for the application of the state *prima facie* act, they would have to hold that there was no liability.

The case was taken to the United States Supreme Court, which reversed and remanded it on the ground that the *prima facie* act of Mississippi did not apply to a case falling under the Federal Liability Act.

A second trial was held in April, 1920, and a verdict of \$10,000 rendered. It was an appeal from this verdict which the Mississippi Supreme Court just decided.

The court had considerable difficulty in arriving at a decision. The case was first assigned to Division A to decide, but that division, not being able to agree, asked to have the case argued before the whole court of six judges, which was done. They took several weeks, and then failed to agree, three

of the judges holding there was no liability whatever under the evidence, and three of the judges holding that there was.

Under the law an equal division of the court means an affirmation of the judgment below, so the result is an affirmation as to liability, but the whole court agreed that the case must be sent back for another trial because of an error in the instruction as to the mitigation of damages on account of contributory negligence of the deceased. The case cannot again be taken up for trial until October, so that the final determination is some distance away.

Of course, all these trials, appeals and delays mean much expense to both sides.

A FINE "COON" DOG, BUT—

A suit by W. F. Arrington against the Illinois Central was recently tried in the Ballard County Circuit Court at Wickliffe, Ky., and resulted in a verdict for the railroad. The suit was for the alleged negligent killing of a fox hound, estimated to be worth \$100. It was shown to be a good "coon" dog with superior individual qualities which made it valuable. The evidence disclosed that it was killed by a north-bound passenger train on a crossing near Wickliffe, Ky., October 25, 1920. Mr. Arrington was most unfortunate in losing his dog, but the railroad was not to blame for it. That is what the jury thought, too.

ALERT AGENT CAN SAVE MONEY

A Mississippi farmer came into the office of Agent T. J. Trull, at Lexington, Miss., recently to file claim for \$250 for a hog killed by a train. The agent, realizing the large amount involved, decided to investigate. He found the hog lying in the pasture just off the right-of-way with a wound indicating she had either been gored by a cow or torn by some other hog.

Examination of the fence showed no opening where the hog could have passed through. Together with the claimant, Mr. Trull examined the track in the vicinity. They could find no sign to indicate that anything had been struck by a train. The claimant wanted the railroad company to bury the hog, but the agent told him that he could not find anything to indicate that

the railroad had anything to do with the killing of the hog.

Had this agent merely given the claimant a stock blank to fill out in the regular course and not looked into it immediately, when all the evidence was there, we might have had trouble successfully defending this claim. As the matter now stands, we feel safe in declining to pay anything and have little fear of the result of a law suit if this man files one, which he threatens to do.

BETTER BE SAFE THAN UNDER SOD

Spring is here. Fair weather and good roads stimulate a desire to "step on it," with the result that florists, relief associations, casket manufacturers, grave diggers, ambulance chasing lawyers and the like will profit by reason of the carelessness of motor drivers in crossing railway tracks at grade. This is the beginning of the harvest time.

As a note of warning to those who heedlessly disregard the care required of human beings, S. M. Copp and C. D. Cary will furnish the illustration and message in the spring and summer issues of the magazine, in the hope that some good may result. Here is No. 1:



Dies in Our Service



Joseph W. Moore

Joseph Womack Moore, assistant engineer, valuation department, Illinois Central and Yazoo & Mississippi Valley System, died at the Illinois Central Hospital at Chicago, April 13, 1921, after a short serious illness, but following a year or more of poor health. He was buried at his former home, Lexington, Ky., on April 16, from the home of his sister, Mrs. L. N. Meffert, the only surviving member of his immediate family.

Mr. Moore was born at Louisville, Ky., March 20, 1874, the son of Frank J. and Julia Redman Moore. He received his education at the University of Kentucky, where he took a special 3-year course in engineering, which, however, did not lead to a degree.

From August, 1898, to June, 1907, he was

in the employ of the engineering department of the Louisville & Nashville Railroad, both in maintenance and construction, where he served as rodman, instrument man, assistant engineer and assistant roadmaster, his last position with that company being as assistant roadmaster on the Cumberland Valley Division at Middlesboro, Ky. He then served for one year as track engineer of the A. & B. Construction Company on the A. B. & A. Railroad in Georgia, and from June 1, 1908, to November 1, 1909, was roadmaster of the A. B. & A. Railroad at Atlanta, Ga. He then served until March, 1910, as assistant engineer in the valuation department of the Central of Georgia.

From June, 1910, to March, 1913, he was roadmaster of the Southern Pacific lines at Morgan City, La. From December, 1914, to September, 1916, he was roadmaster of the I. & G. N. Railroad at Navasota, Texas. From September, 1916, until May 16, 1917, he was pilot engineer in the valuation department of the Illinois Central Railroad. From August, 1919, to the time of his death, he was assistant engineer in the valuation department of the Illinois Central Railroad.

Mr. Moore served through the second training camp at Plattsburg, N. Y., in the summer of 1916, and after the entrance of the United States in the World War, entered the first training at Fort Sheridan in May. From there he was sent to the First Engineering Officers' Training Camp at Fort Leavenworth, Kan., after which he was sent to Camp Grant, commissioned captain and assigned to command Company B, 35th Engineers. He served until August, 1919, and following his discharge from service was commissioned major in the Engineers Reserve Corps.

During his service in France he was stationed for a number of months at La Rochelle and later at Marseille, where the force under his command made an enviable record on repairing bad-order cars. After service at other points he was finally assigned in charge of maintenance of way and structures on the standard-gauge lines through Verdun.

Mr. Moore was a member of the Castle Post of the American Legion, the Society of American Military Engineers, and the American Railway Engineering Association

Retires After 32 Years

Thirty-two years in one place and one job is the record of William Fischer, section foreman for the Illinois Central at Seward, Ill., who recently was placed upon the pension list. He entered the service of the company on May 4, 1888, as assistant foreman at Freeport, in the Freeport district, putting in the first ballast after the road was built. He was promoted to section fore-



William Fischer

man on September 8, 1888, by Superintendent P. Laden, with headquarters at Rockford, and was transferred on November 27 of that year to Seward, where he has since lived, worked, and won friends. That every employe can be a credit to the company is proved by the following said about him on his retirement December 31, 1920. The *Seward Items* declared that "he has been careful and painstaking in his work, and

most obliging to farmers along the right-of-way, and under all conditions kept up pleasant relations between the land owners and the railway company."

An editorial in the *Rockford Register-Gazette* said:

"That is a good record they give William Fischer, retiring section foreman for the Illinois Central at Seward, who has given his company and the general public 30 years of superior service. Although not occupying a position that kept him in the lime-light, Mr. Fischer had the faculty of keeping the patrons and neighbors of the road well satisfied and in good humor while attending strictly to the business of the company. Service like that reflects well on the company as well as on the man, giving a good impression as to the soul of the man behind the job. It is not the job a man holds that gives him standing but the spirit of his service. No one could come into contact with Mr. Fischer and not feel that it was a satisfaction to do business with him and with the company to which he was faithful."

ELECTED JUDGE WITHOUT TRYING

We of the Illinois Central are certainly glad to learn that the election held at Mattoon, Ill., April 19, resulted in the election of Samuel Boruff to the office of police judge, writes M. E. Young, claim agent, Mattoon, Ill.

"Sam," as he is best known by his friends and former fellow workmen, has been a resident of Mattoon for about sixty years. Until 1911 he was one of our most worthy employes. At that time he became a pensioner, after having served twenty-odd years in our Mattoon shops.

Sam is a Democrat from head to foot. As the town is declared to be at least 1,500 Republican, a Democrat has to run well to be elected. Although in his seventy-ninth year, Sam was elected by more than 300 majority.

Sam did not want the office. He did not file a petition to run for the office; so his name was written on the ballot by his friends at the primary. This placed his name on the official ballot at the election.

On the day of the election, Sam was busy painting his house.

Traffic Department

Selling Transportation

By WILLIAM B. RYAN,

Asst. Gen. Freight Agent, Memphis, Tenn.

A RAILWAY with as perfect a plant as human hands and brains can make; with de luxe passenger service, fast freight schedules, and everything which enters into its makeup, such as great terminals, double track, excellent motive power and a plenitude of equipment; with all this, and yet lacking one vital auxiliary—a sales force—cannot, under the present competitive conditions, secure, maintain and improve its share of the available freight and passenger traffic.

After experience in thirteen states during the course of eighteen years, the writer can testify to the fact that salesmanship—or solicitation, if you please—is as important to a great common carrier as it is to the manufacturer or the jobber.

We Know What We Have

We of the Illinois Central know that a passenger may board the Panama Limited at Chicago, after trudging through the slush and cold of a wintry day, and arrive the following day in the midst of the glories of a summer dawn, having at his beck and call courteous and efficient servants and protected through the night by the combined efforts of thousands of employees. We know further that he may accomplish the trip of 921 miles from Chicago to New Orleans within twenty-three hours.

We also know that our freight service between Chicago and New Orleans is incomparable.

But the important thing is to post the prospective passenger or shipper as to these advantages, and here is where we, all of us, can prove our salesmanship. Get it across to the other fellow. Once he rides the Panama Limited and once he tests our freight service,

we have won a friend and have gone a long way toward securing his future patronage.

Results, however, are secured only by persistent, systematic effort. It has been well said that "Eternal vigilance is the price of success." Our competitors are always active, and we have to meet the situation. Service, human service, the personal touch, the intelligent exposition of what we have to offer and how best our facilities may be used, are some of the things required.

Today every employe of the Illinois Central Railroad is a soliciting agent, and the majority of them are doing the work in an intelligent manner. Properly supervised, this will result in an irresistible force. When Engineer Smith, in answer to a postal card, receives word from his grocer or clothier that he has routed a certain consignment from Kalamazoo for New Orleans via the Illinois Central Railroad, we are not sure of the business. Mr. Smith probably reports the matter to his superior officer, who in turn should send it to the traffic officer in charge of that territory.

The information should by all means ultimately (and quickly) reach our solicitor in the Kalamazoo territory, that he may follow it up with the Kalamazoo concern; otherwise one of our competitors may beat us to it, regardless of favorable instructions.

Routing Instructions Disobeyed

Every instance of this sort should be closely followed up to secure the desired result. I have seen the most imperative of routing instructions deliberately disobeyed by the shipper, because for reasons of his own he preferred to use other routes. Working on the business at both ends practically insures us the haul. Business solicited without being followed to a conclusion is only half solicited, and experience has shown that full results do not follow unless the work is well done.

The Illinois Central Railroad has many friends, real friends, who are sincere in their efforts to favor our line with their tonnage.

But we lose some of their business in spite of their desire for us to handle it. Why? Because some competitor has been industriously cultivating the shipping clerk, or because our friend neglects to see in each case that we are favored.

Here Is Our Best Agent

The best soliciting agent is he who is never satisfied until he sees the passenger buy his ticket, or until he checks the car number containing the promised freight from our junction passing reports. He has systematized his work; he calls upon the shipper in his territory with the regularity and precision of clockwork. Our patrons know the day he is due in their city, and, they, therefore, hold their traffic problems, and incidentally their routing orders, until he comes. He hits without a miss. No one can work in this systematic, intelligent manner, and not know success. He is ever alert, efficient, obliging, and has a wide knowledge of traffic affairs indispensable to the shipper.

One western road some years ago advertised in its folders to the effect that "every ticket has a car of freight tied to it." The management urged the passenger forces not to stop when the ticket had been sold, but to see that the ticket holder had a pleasant trip and courteous treatment.

The wise general passenger agent who issued these orders knew that a pleased passenger might be a heavy freight shipper. We have been told many times by shippers that they were giving us freight because of their comfortable trips between certain points on our lines. Our passenger agents, therefore, can be a large factor in building up the freight business.

We need have no hesitation in recommending the use of our passenger and freight facilities, because they rank with the best the world offers. *But they have to be recommended; they have to be advertised; they have to be pushed.*

The Art of Correct Ticket Selling

J. S. McClure, manager of the consolidated ticket office at Denver, Colo., in a recent circular, gave his clerks a list of "a few good things to do," which will make interesting reading in any ticket office. He begins by telling the clerks that "this is old stuff"—which is true; but it is fresh advice nevertheless. Following are some samples:

Trying. Try to grant the passenger's request. Try to find instructions that will let you do so. Most requests can be granted if you try to find a way. When reasonable requests are apparently unauthorized, take up with agent's office and we will try to help you. When refusal is necessary, do so with regret, and explain why. We can please nearly everyone if we really try.

Don't take the easiest way and try to find an instruction that will allow you to refuse. Don't be curt or seem in a hurry in refusing.

Know your business. Know it in advance. Study and understand tariffs and fares. Understand folders and guides. Understand

routes and optional routes, and give passenger the benefit. Understand tickets. If you don't know, don't guess. Find out, and remember. Learn the reason. There is a reason for rates, routes, etc., and you can find out. It will help avoid mistakes.

Interest. Take an interest in your passenger. His trip means a good deal to him, and he welcomes your interest. Cultivate talking and getting an interest. It is easy to do, and enjoyable. It really makes your work easier, and much more satisfactory. It makes for a satisfied and thankful patron. But it must be a real interest, and not put-on or deceptive.

Be sure about little things. They count.

Pleasing. Most anyone can get along nicely with 19 out of 20 of our patrons. Make a study of it and please the other one. The really good man can "handle" them all. If you make a mistake in your "handling" of a patron, profit by it and never make the same mistake again.

A Section House That Is a Home



C. Dorsey, Section Foreman, and Family, Norwood, La.

The officials of the Illinois Central and the Yazoo & Mississippi Railroads have always realized the fact that the homes of the section forces, where owned by the company, should, within reasonable limits, be made as comfortable and attractive as possible. They have from time to time made such repairs to the houses as were necessary, endeavoring to provide good drinking water and in other ways have done a great deal to make the houses real homes, instead of simply shelters.

This question has recently been taken up anew, and a systematic plan adopted, leading toward the desired end. The company wants the homes to be comfortable and of good appearance, primarily for the good of the section forces and their families, and also because it is felt that a shabby, unsightly section house is as disgraceful to the company as any other company building or property in poor condition.

It is a regrettable fact that in a few cases it has not been possible to obtain the cooperation of those who should be most highly interested, and without this co-

operation it is obviously impossible to make much progress. The section foreman and his assistants have in their own hands the power, with the assistance of the company, to make their homes what a home should be. As a rule, the best foremen have the neatest homes, and, partly as a consequence, are men of standing in their communities.

And this is, indeed, what they should be. Their position is a highly responsible one which brings them into frequent contact with the public, and very frequently they are the only local representatives of the company in a community. If a man does not have pride enough and consideration enough for his neighbors to keep his home as neat as possible, it is certain that he will not receive much respect from them.

The company is spending a considerable amount of money in providing shade and fruit trees, shrubbery, garden space, good water and other essentials, but the money will be largely wasted, unless the foremen take a personal interest in the matter. Happily, in a vast majority of cases, this is being done.

Law Department

Compressed Air Is No Plaything

Examination of the recent cases dealing with workmen's compensation laws indicates a large number of injuries that have resulted from the actions of employes in pranking with compressed air. In the recent case of *Sochia vs. Cudahy Packing Company*, 181 N. W. (Neb.) 706, the opinion of the court states that the injuries of the kind discussed in that case resulting from the sportive use of compressed air have been before the courts in a number of cases.

It seems to us that employes ought to have learned by this time that this is a dangerous form of sport. Not only does it result in fastening liability upon the employer in many cases, but the records of the courts show that dozens of employes have been killed or seriously injured within the past two or three years by this foolish form of horseplay. Every effort should be made to get workmen to understand that a hose filled with compressed air is about as dangerous a plaything as they could find.

Psychic Phenomena and the Law

Blewett Lee, New York counsel of the company, contributes a learned and interesting article to the April number of the *Harvard Law Review* upon the topic "Psychic Phenomena and the Law."

The purpose of the article is to show just how the courts have handled instances where the action of individuals has been influenced by alleged communications from the other world. Sometimes litigation takes the form of contests over wills or conveyances of property, and sometimes the belief of the individual in spiritual phenomena has entered into questions of the sanity of persons under investigation.

The article shows that Mr. Lee, with his usual thoroughness, has gone carefully into this hitherto unworked field. He has found a surprising number of cases in which the

courts have been called upon to deal with this subject. In addition to the wealth of legal learning displayed, the subject is treated with that grace and charm which characterizes all Mr. Lee's literary efforts. It is an article well worth reading and constitutes a distinctive contribution to a most interesting subject.

Language Counts in the Law

The courts make some nice distinctions in administering workmen's compensation acts. It should always be remembered that a good deal depends upon the exact language of the law in the particular state where the question arises. In some states it is provided that compensation should be paid if the injury occurs in the course of employment. In many other states the law goes a little further and provides that not only must the injury occur in the course of employment, but that it must arise out of the employment.

A case illustrating the distinction was recently decided by the Supreme Court of Ohio. [Industrial Commission of Ohio vs. Weigandt, 130 N. E. (Ohio) 38.] In that case the claimant, Weigandt, was going toward his machine to begin his day's work. He passed two employes who were engaged in a friendly scuffle for the possession of a file. The file flew out of the hands of one of these workmen, and the sharp point struck Weigandt in the eye, destroying its sight.

The court held that this was an injury which occurred in the course of Weigandt's employment, and allowed compensation. It may well be doubted whether such a rule would occur in a state in which the law required the injury to be not only in the course of the employment, but to arise out of the employment. The Ohio court justified its action by saying that it is a matter of common knowledge that it is one of the ordinary risks of employment to receive injuries from fellow employes. The decision

is probably sound in view of the provisions of the Ohio Compensation Statute.

These compensation decisions have come to depend so greatly upon the particular law of the particular state that it is unsafe to base judgment upon them without knowing what are the precise provisions of the statute which in any case is construed and applied.

An Extended Interpretation

The Safety Appliance Act was passed by Congress as a remedial measure to give to employees the greatest possible protection. However, it is being given such construction by some of the federal courts as to work what seems to us to be a great injustice.

Recently prosecutions have been instituted against the Illinois Central at Louisville, under the following circumstances: The cars were carefully inspected at Louisville and found to be free from any penalty defects. They moved toward Central City, the next repair point, in regular traffic. Inspectors for the government discovered penalty defects at Cecilia and intermediate points. Cecilia is not a repair point, and, in fact, there is no repair point between Louisville and Central City.

Had the defects been discovered by the railway inspectors the only thing which the railroad could have done would have been to haul the cars to Central City, the nearest repair point. The discovery was made, however, by the government inspectors at Cecilia, and now the railroad is being prosecuted for violating the act.

The act provides that where any car shall have been properly equipped and the equipment becomes defective while the car is being used, such car may be hauled from the place where the equipment was first discovered to be defective to the nearest available repair point without liability for penalties. The point made against us here, however, is that we were hauling defective cars without their defects having been discovered by the railroad employees.

Curiously enough the position of the government finds support in a case decided by the Court of Appeals of the Sixth Circuit,

(Chesapeake & Ohio Railroad Company, vs. U. S., 249 Federal, 805). That case holds that the handling of a defective car before its bad order condition is discovered is a violation of the law, although the carrier is without fault, and that no obligation rests upon the government inspectors when the defect is discovered to inform the railroad of the fact. It would seem that this is carrying the statute pretty far.

It is to be hoped that the Supreme Court of the United States will not sanction such a literal construction of the statute.

Are YOU in Interstate Commerce?

When is an employe engaged in interstate commerce? This is a question that has been asked thousands of times and answered many hundreds of times. It requires, however, an ingenious intellect to reconcile the answers which have been given by the various courts, state and federal.

The Supreme Court of the United States tried its hand again quite recently in the case of Erie Railroad Company vs. Collins, 253 U. S., 77. In that case the employe, Collins, was assigned by the Erie Railroad to operate a signal tower and a water tank. Part of the time he operated the signal tower, and part of the time he ran a gasoline engine which pumped water into a tank. This water was used both by interstate and intrastate engines. He was hurt while running the gasoline engine. It was admitted all around that while operating the signal tower he was engaged in interstate commerce, since among other duties he had to give signals to trains.

The Supreme Court held in a previous case (Chicago Burlington & Quincy Railroad Company vs. Harrington, 241 U. S., 177) that one who was injured while switching cars of coal to storage tracks, whence it would be removed to chutes, to coal both interstate and intrastate engines, was not engaged in interstate commerce, because his work was too remote from such commerce.

It held, however, in the Collins case that the employe was engaged in interstate commerce while pumping this water. The court seems to have attached some importance to the fact that just before Collins began

operating the pump he had been operating the signals, which was clearly interstate commerce. However, the Supreme Court said in a previous decision (*Illinois Central Railroad Company vs. Behrens*, 233 U. S., 473) that it was a matter of no importance as to what the employe had been previously engaged in, the test being as to precisely what he was doing at the time of the injury. Of course, in the *Collins* case, where the man was pumping water he was just a little nearer to actual interstate operations than in the *Harrington* case, since in the *Harrington* case coal would probably have to be unloaded from the cars before being placed in the chutes.

A consideration of these two cases shows, however, what a delicate question it is sometimes as to whether or not the work is interstate commerce. In some cases the solution seems to depend largely upon how skillful a guesser the court is when it goes to decide the question.

An Angle of the 28-Hour Law

The 28-Hour Law is a statute which is sometimes difficult to administer. All sorts of questions are constantly arising as to its interpretation.

A somewhat involved question under this law was recently submitted to and decided by the Kansas City Court of Appeals, in Missouri. It appeared that W. E. Bradford shipped a carload of fine livestock from Columbia, Mo., to Fayette, Miss. It traveled over the Wabash to East St. Louis and thence by Illinois Central.

Mr. Bradford, the shipper, signed the usual 36-hour release. The stock was unloaded at the National Stock Yards, at East St. Louis, and Mr. Bradford contended that the stock was there infected with certain contagious diseases, which caused some of them to die. His whole complaint was that the railroad had unloaded the stock sooner than was necessary. He based his case upon the contention that where a 36-hour release had been signed, the railroad company was negligent if it unloaded the cattle before the expiration of twenty-eight hours.

His claim, however, was denied by the court, the court pointing out that while the

stock had been confined only sixteen hours when it reached East St. Louis, if it were not there unloaded, fed, watered and rested, it would not reach a regular unloading point within thirty-six hours from the time the shipment was made. The court was emphatic in its declaration that railroads could not be required to have unloading places at all intermediate stations and that there was nothing in the fact that a 36-hour release had been signed to make it negligence on the part of a railroad to unload the stock any time it desired, whether before or after the expiration of the 28-hour period.

The case was not so pleaded and practiced as to make it a question as to whether the railroad was guilty of negligence in unloading stock in pens which were known to be infected. That question was not passed on by the court. The case to which we refer is *Bradford vs. Hines*, Director General, 227 S. W. (Mo.) 889.

DAUGHTER OF H. B. HULL WEDS

Mrs. Sinclair Hull Richards, daughter of Mr. and Mrs. Henry Burke Hull, of 5304 Cornell Avenue, Chicago, was married to Mr. Thomas Rowan Wagner of Chicago, Wednesday evening, April 20, at the Church of the Redeemer, Fifty-sixth Street and Blackstone Avenue, Chicago. The bride's father is general claim agent of the Illinois Central System. Mr. Wagner, who is in the oil business in Chicago, is the son of Mr. and Mrs. Samuel T. Wagner of Philadelphia. His father is chief engineer of the Philadelphia & Reading Railroad.

The ceremony was read by the Rev. Dr. John Henry Hopkins, rector of the Church of the Redeemer. The bridegroom's father was best man. The bride's mother was matron of honor. The bridegroom's sister, Miss Mary Wagner, of Philadelphia, was maid of honor. Ushers were: Mr. John Wagner, of Philadelphia, uncle of the bridegroom; Mr. Jack Scott, of Grenada, Miss., cousin of the bride; Mr. Robert S. Maxey, Jr., of Chicago, and Dr. Lawrence G. Mullineux, of Chicago.

Mr. and Mrs. Wagner will be at home after May 10 at 5469 Cornell Avenue, Chicago. Mrs. Wagner is widely known in the Illinois Central family.

Hospital Department

IN addition to preventing accidents and sickness as much as possible, the Illinois Central is well prepared to take care of these things when they do come to pass. Witness the following letters of appreciation recently received in the office of the chief surgeon, Dr. G. G. Dowdall.

The first is from Dr. J. H. Letcher, local surgeon at Henderson, Ky. He writes:

"As neither my wife nor myself had been well for several weeks, we left our home at Henderson, Ky., the early part of last month for this place (Gulfport, Miss.), where we hoped a needed rest in this genial climate would soon put us on our feet again.

"Within about three hours after leaving home, I was taken with an agonizing pain in my left side which the doctors diagnosed as a stone in the kidney. Being in the neighborhood of Paducah, I was taken to Illinois Central Hospital at that point, and I am desirous of having you know just what care I received while a patient there. I could not possibly have received more skillful and careful treatment than was given me at the Illinois Central Hospital. Everybody from the doctors and nurses down to the colored orderlies gave gladly the most prompt and efficient service.

After I had improved to such an extent that I could enjoy my food, I found that the culinary department was *par excellence*. The finest hotel could not have furnished better food, nor more elegantly prepared or daintily served.

While in the hospital I talked with a number of the Illinois Central patients, who were sick or injured and receiving hospital treatment also, and all were universally pleased with the service they received.

"I have visited a great many hospitals in this country and abroad and have been especially interested in their construction. At one time I built a hospital myself, but I feel that I must congratulate you in building such a

complete up-to-date hospital in all of its appointments as I have found in the Illinois Central Hospital at Paducah. I do not think that this hospital can be excelled by any hospital in the country today, and personally I feel that it is a matter of pride to myself to be associated with the Illinois Central hospital department."

O. P. Atkinson, clerk in the general storekeeper's office, likewise expresses his appreciation of the hospital care he received. He says:

"I desire at this time to express a few words of commendation for the excellent work done in our Chicago hospital as evidenced by the treatment that I have received while under the care of the Illinois Central hospital department. The mind that conceived the plans for this institution must have been one of high character, as the results are showing every day. The sanitary conditions, together with the careful dieting and the watchfulness of those in charge, go a long way toward helping a patient regain his health.

"It was necessary that I submit to a serious operation. Due to the careful attention that I received from those in charge and from those who watched over the healing process, I have made what seems to me a wonderful recovery. Those responsible for this excellent result deserve much credit for the successful handling of my case in such a way as to bring about my rapid recovery. To the doctors, nurses, orderlies, and others at the hospital I feel greatly indebted for the excellent result which I have obtained. I shall also say that the food served to the patients was excellent and palatable, and just the kind of food that is necessary to strengthen the sick and convalescent patients.

"Words are inadequate to express to the Illinois Central hospital management the heartfelt appreciation and thanks that they deserve for giving back to me my former health. The only thing that I can do to show my thorough

appreciation is to increase my loyalty to the company while in its employ."

Fred C. Wilson, 6115 Vernon avenue, Chicago, writes to Dr. G. G. Dowdall, chief surgeon, as follows:

"My father, Sven Wilson, employed at Burnside Shops as carpenter, was injured off duty January 2, 1921, by being struck

by an automobile, from which injuries he later died.

"I wish to thank the hospital department, the doctors and the nurses at Illinois Central Hospital, Chicago, for their kindnesses and care which they gave my father during his illness there. I cannot praise the hospital enough."

When Uncle Sam Needed Our Help

One of the big problems of the recent world war was raising funds to carry on the extraordinary operations of the United States government in the greatest of all conflicts. In addition to equipping and maintaining our army and navy, this country aided its severely strained allies in the shape of substantial monetary loans, all of which called for financing on a scale heretofore unheard of. This financing was accomplished by the issuance of a series of United States Liberty Loan Bonds and Victory Liberty Loan Notes and it will, no doubt, be of interest to our readers to know the extent Illinois Central employees participated in these issues.

There were five issues of these obligations, including the Victory Loan which was issued after the armistice was declared. Employees of Illinois Central lines subscribed through the company for approximately \$9,000,000 of these obligations. In addition to this, many employees purchased bonds privately through banks and brokers. The subscriptions through the company were in the main for small amounts, \$50, \$100, \$200, etc., payable in monthly installments by deductions on the payrolls. At one time there were in the neighborhood of 50,000 open Liberty Bond subscriptions on the company's books.

When the final installment on a subscription with the accounting and treasury adjusting interest, that is to say, employees were allowed interest on the amounts paid in on their subscriptions and charged with the accrued interest called for by the coupons on the bonds delivered. Employees who left the service prior to completing pay-

ments on their subscriptions had the option of paying the balance due and obtaining their bonds or of having the amount paid in refunded to them without interest. Something like 34,000 refunds were made on this account.

All Liberty Bond transactions were handled by the various payroll offices in connection with the accounting and treasury departments without seriously interfering with the regular business of the company.

Liberty Bonds and Victory Notes are a direct obligation of the United States government and on account of the high rate of interest paid are regarded as exceptionally good investments. It is hoped that employees of the Illinois Central Lines have been able to retain their bonds, as the market affords no safer investment for surplus funds.

NAMES LABOR BOARD MEMBERS

President Harding has filled the vacancies on the Railroad Labor Board. As a representative of the labor group he has named Walter L. McMenimen of Massachusetts, deputy president of the Brotherhood of Railway Trainmen; for the management group, Samuel Higgins of New York, former general manager of the New York, New Haven & Hartford Railway, and for the public group Ben W. Hooper, former governor of Tennessee. Mr. McMenimen succeeds J. J. Forrester of Washington, D. C. Mr. Higgins takes the place of W. L. Park of Chicago, formerly of the Illinois Central. Mr. Hooper holds the former position of Henry T. Hunt of Cincinnati.

ACCIDENT AND



INJURY PREVENTION

Bulletin No. 7

TO THE WIVES AND FAMILIES OF EMPLOYEES:

During 1920 there were 78 employes killed and 11,280 injured on the Illinois Central System. For the 3-month period of 1921 13 employes have been killed and 1,627 injured, a rate of 4 deaths and 542 injuries a month. If this ratio continues for the rest of the year, it may extend to some member of *your* family—your husband, son or brother. Upon *you* will fall the burden of such an accident. A word of caution spoken by you from time to time to your husband, your son or your brother will go a long way in preventing an accident in which they may become injured.

Employes are not required by the company to take chances. Ask your husband, son or brother if he uses his feet to line up draw bars. Ask him if he goes between moving cars to couple or uncouple them. If so, tell him to discontinue this dangerous practice.

The company asks your co-operation. It does not wish its employes to be killed or become injured and maimed. Won't you help?

TO EMPLOYEES:

We ask that you call the attention of your wife, mother or sister to this matter.

TO SWITCHMEN: Do you know that 8 switchmen were killed and 295 switchmen were injured on the Illinois Central System for the 6-month period ending March 31? Out of this number 4 switchmen were killed and 91 were injured on the Chicago Terminal. Three per cent of the average number of switchmen employed per month on the system were injured, as compared with 5 per cent of the average number employed per month on the Chicago Terminal.

TO TRAINMEN AND SWITCHMEN: Do you know that violation of Rule 838 during 1920 caused the death of 1 person and injury of 16 persons? This rule reads in part as follows:

"In switching, where it is necessary to disturb cars that are being loaded, or unloaded, notice must first be given to all persons in or about the cars that are to be moved."

Be sure to warn persons working in and about the cars before coupling to or moving cars. You may save someone's life.



NEWS of the DIVISIONS

LOUISIANA DIVISION

Superintendent's Office, McComb, Miss.

We want first place in the "No Exception" campaign. Will we get it, is yet to be seen. From the vigor and vim being put in the fight the Louisiana division ought to win.

H. G. Duckwitz has at last tired of the South and returned to his Chicago home.

We have a new timekeeper, by name, Cross, disposition yet to be learned.

Miss Mattie Thornhill of the Tonnage Desk is back after a 60-day leave.

C. H. Douglas of the accounting department is on his vacation.

The washouts do not seem to be the least interested in claim prevention, for we have had several lately.

Supervising Agent McCloy and Representative Sievers are keeping the road hot in the interest of the "No Exception" campaign. We are glad that Mr. Richmond sent Mr. Sievers to us, for he is always on the job.

Our visitors have not been so numerous this month as usual, but we welcomed Messrs. Stokes, Flinn, Sievers, Bell and Boodro.

Another that I forgot to mention was the general superintendent's private secretary, Mr. Alverson. Although he did not come to see us, he was in town.

Private Secretary Dodds enjoyed several days out on the road with Superintendent Quigley.

Forrest Kermeen, one of our tonnage clerks, is on the sick list. He is now in the Illinois Central Hospital at Chicago for treatment.

Jackson, Miss.

Supervising Agent Thomas of the Kentucky Division was a welcome visitor recently at the Jackson Agency.

W. B. Sievers, who is representing Superintendent Richmond's office on the Louisiana Division during the "No Exception" campaign, is a frequent visitor at this office.

Mrs. Homer Hill is absent from the office undergoing treatment for her eyes.

Miss Anne McNair is reported as, improving at the company hospital in Chicago and has been granted a six months' leave of absence, which she will spend at Colorado Springs, Colo.

Our traffic solicitation campaign is making fine progress. Between March 12 and April 12 we forwarded routing orders covering 314 carloads, and 80 less carload orders. J. B. Terry heads the merit list with 222 carloads, and M. C. Lemly has 26 LCL orders.

Dr. W. W. Smithson, district surgeon, and Mrs. Smithson, have returned from a pleasant vacation spent in Memphis, Tenn.

The Illinois Central agency baseball team is practicing vigorously.

Check, stow, handle, bill freight properly, not only during the "No Exception" month but ALWAYS. "It Pays To Be Careful With Freight."

Gwin, Mississippi

Don't let news from Gwin shock anyone beyond recovery. We may not be on the postal map, but we'll tell the world the Y. & M. V. knows where we are.

Chief Clerk Buck made a flying trip to Memphis and reports all O. K. at that terminal.

Switchman Jones turned in the following:

Oh, business may be poor,
And tonnage may be light,
But let's thank God for bananas,
For their coming day and night.

The banana man at this point does not agree with the above insofar as the night arrivals are concerned.

Matrimony in the past several months has hit the clerks. To say it is contagious is putting it mildly.

Before we are through you will know at least just where Gwin is.

NEW ORLEANS DIVISION

Superintendent's Office, Vicksburg, Miss.

Supervising Agent Hurt, Division Agent Ford and Chief Clerk Lynch went to Baton Rouge Sunday, April 17, and held a "Loss and Damage" and "Business Solicitation" meeting.

Chief Accountant Schaffer recently visited Louisville, combining business with pleasure.

We are glad to have our assistant tonnage clerk, Miss Mary Kate Pattison, back with us after recuperation from a recent attack of appendicitis.

Miss Annie Marcus, who has been with the road department as stenographer for a number of years, resigned, effective April 1. She was succeeded by Miss Jessie Billit, former stenographer to the signal supervisor. Miss Sarah Sullivan is Miss Billit's successor.

The New Orleans division is now honored from time to time by short visits from our genial friend, R. S. Ruby, who is stationed in Memphis and checks our D. V. reports.

Messrs. Byrum and Mulholland, of the chief engineer's office, left Vicksburg a few days ago after having been here for several weeks accumulating data covering various operating costs. They had a big job on their hands, but applied themselves, and submitted it in a very creditable manner. Mr. Byrum was accompanied by his wife and young son.

Some time ago, we had a division auditor (D. E. Moody) of whom we were all very proud. The accounting department moved him to the western lines, and we thought we had lost him for good. Recently we were pleasantly surprised to find that he had been assigned to New Orleans as joint accountant, which will bring him to visit us from time to time. His visits are a source of genuine pleasure to the entire organization at Vicksburg.

As we travel the New Orleans division and come within the vicinity of the filtering plants we are likely to find our smiling friend, Billy Bryant, who is Mr. Knowles' representative, pursuing his specialty of clearing Mississippi River water until it is more transparent than almost any kind of glass.

Mechanical Department

"The difference between doing and going to do, is success." Fellow employees, are you practicing what you are preaching?

Record Writer R. V. Handcock is to be married within the next three weeks.

Jimmy Spraker (one of the four Jimmys in the general car foreman's office) spent several dull days in the sanitarium last week on account of a rising on his foot.

The Y. & M. V. employees at Vicksburg are organizing a baseball team. The association has been formed, equipment bought, grounds picked out, and in about three or four weeks we will have a team that can stand up under any challenge.

The supply department has lost two efficient employees during the last week, Miss Gladys Anderson and Walter McCaa. In their places we now have George Schaffer and Howard Rice.

J. F. Monger has left here to spend a few days at his home in Lenori City, Tenn.

The "No Exception" campaign is in full swing at present, and the Vicksburg shop is much alive to the situation, doing everything to make a good record.

Chief Accountant Ed Hopper and Assistants Guy Raner and H. Emerick attended the accountants' meeting held in Memphis the latter part of last month and report a successful meeting and a good time.

Pat Gallagher, A. M. Houston, J. M. White, J. Ryan, H. Ballinger, Jessie Smith, C. Trivillian, W. H. Houston, U. T. Ammons, C. Hibou, R. H. Flanagan and B. V. Wright, employed at the Vicksburg shops in various departments, were appointed as a committee and made a drive during the week ending April 16. As a result of their diligent efforts they obtained 197 routing cards from merchants who are doing business in Vicksburg and vicinity and also mailed out 93 postal cards to various merchants, requesting them to route their business over the Y. & M. V. and I. C. We are still mailing these cards and hope to make the campaign a greater success than it has already been. We feel they have made a good showing in this line.

Natchez, Miss.

Thomas S. Bloodworth, rate clerk at the Natchez freight office, is back at his desk after having undergone an operation for ap-

pendicitis at the I. C. Hospital, New Orleans. Tom reports he had the best and kindest of treatment while a patient in the hospital at New Orleans. His operation was a success, and he was out again on record time.

Chief Clerk Neal McLean, Yard Clerk John Herman, Cashier Victor Jehlen and Rate Clerk Tom Bloodworth attended the big Knights of Columbus initiation in Vicksburg on April 10. They report that the "Hill City" generally spread itself in courtesy and entertainment, and that all had a most enjoyable time. The historic city of Vicksburg (Will Jaquith's town) never does anything by halves. The Union army, which was before her gates from '61 to '64, can testify to this. The Confederate army which opposed it sealed this testimony with its blood. The grand reunion which took place there in 1917 was another testimonial to Vicksburg's splendid hospitality, whole-hearted enthusiasm for true reunion of the North and South, and high patriotism in the manner in which she welcomed at that time the soldiers of a reunited country who were on their way to the battlefields of France.

Claim Clerk Homer Green and Warehouse Foreman W. K. Carney attended a freight service meeting at Baton Rouge on April 17. Both report a pleasant and useful day spent mingling with their comrades of the New Orleans division, and in obtaining and imparting information for the prevention of loss and damage to freight, and in the interest of the betterment of service in general. Agent Montgomery was billed to be at this meeting

also. He was headed that way from his farm, but high water on the Natchez district cut him off, and he was unable to make train connections at Harriston.

Mechanical Foreman John Fox made a recent short visit to Jackson to bring home with him Mrs. Fox, who had been making a pleasant visit with relatives in the capital city.

Agent Montgomery and Warehouse Foreman Carney are proud of a record for prompt handling of two cars of merchandise recently. Michigan Central car 92824, loaded with merchandise, arrived Natchez train 145, 4:30 a. m., April 8, placed at warehouse 7 a. m., unloaded, reloaded with merchandise for Natchez & Southern, delivered Natchez & Southern 12:30 p. m., same date. M. O. P. 5466 received from Natchez & Southern 10:30 a. m., April 6, loaded with merchandise for Y. & M. V., unloaded, reloaded with merchandise for Natchez & Southern, delivered to that line 12:30 p. m. same date. The Natchez force believes this record hard to beat.

Major Montgomery, local agent of the Y. & M. V. at Natchez, was the recipient recently of a beautifully engraved diamond studded watch charm from the five hundred members of the Elks' Lodge at Natchez, on his retirement as Exalted Ruler. He was chosen at the same meeting to be representative of Natchez Lodge 553 to the Grand Lodge to be held at Los Angeles, Cal., in July of this year. He also received notice a few days ago that he had been chosen Vice-Commander of the American Legion, De-

Things to Talk About

The extent to which freight traffic has declined on the Illinois Central System is shown in a comparison of net ton miles for the months of February and March, 1921, against those months last year. The number of net ton miles carried in February was a decrease of 17.1 per cent from that of last year. The net ton miles carried in March was a decrease of 26 per cent from March, 1920.

Stagnation in the building industry and the fact that retail dealers and consumers are not buying coal are responsible for a large measure of the freight traffic slump on the Illinois Central System. In normal years coal and lumber are among the most important commodities carried by the Illinois Central and its affiliated lines.

The number of cars of coal loaded in February, 1921, was a decrease of 11.3 per cent from the number loaded in February, 1920. The coal car loadings of March were a decrease of 39.6 per cent from the loadings of March, 1920.

The number of cars of lumber loaded on the Illinois Central System during February was a decrease of 51.4 per cent from the loadings of February, 1920. In March the number of cars of lumber loaded was a decrease of 43.4 per cent from the number loaded in March, 1920.

partment of Mississippi.

Engine Foreman Frank J. Moore is again on the job after a recent visit to his very sick mother at Chattanooga, Tenn. He reported his mother's condition as improved, at least to such an extent as to permit of his leaving. Agent Montgomery says he is willing to put the efficiency of handling cars in the Natchez yard by Engine Foreman Moore up against any yard on the I. C. System.

The title of Ticket Clerk Walter Lowry has been changed to that of Ticket Agent, and the genial incumbent of the ticket office makes that magnificent bass laugh of his carry many leagues farther than it was wont to do. Anyone who has had the good fortune to listen to the spontaneous bursts of mirth from Lowry can say that his laugh carried well even when he was ticket clerk. A good laugh surely is a good thing and is contagious. Even the solemn visage of Night Ticket Clerk Bart Harper has caught the laughing disease from his colleague, and can be seen smiling through the ticket window at times, even when a prospective ticket purchaser is calling for a skeleton ticket with forty-seven coupons on it, and you know that is something for Bart. Our freight men as well as our passenger men might adopt the plan in as far as possible of perpetual smiling:

"A little of the smiling bluff

Oft proves to be the winning stuff;

A little laugh or honest grin

Has pulled full many a prospect in."

Baton Rouge Freight Office

Mercer Barrow, cashier, spent the week-end, March 19 and 20, in St. Francisville, La.

Cecil Bell spent March 19 and 20 in New Orleans. He is making visits to New Orleans frequently.

Abe Martin spent Sunday, March 13, in McManus and did not return until late Monday evening, on account of a washout.

Louis Kirkland spent the week-end in Good Hope instead of Covington recently.

Willie Stirling spent the week-end, March 12 and 13, with home folks at Wakefield.

S. J. Chambers spent Sunday, March 20, in Denham Springs.

Mrs. E. E. Ratelle spent Sunday, March 13, in New Orleans.

Miss Hazel Henry was called to the bedside of an aunt in New Orleans recently.

Miss Anna Cox is making a tennis court on a \$10,000 lot on North Boulevard.

T. C. Freeman made a trip to Chicago recently on important business.

IOWA DIVISION

W. J. Heckman, claim agent at Fort Dodge, is taking a 10-day vacation from his duties and has left for New Orleans. He was accompanied by his wife, formerly Miss Hilda B. Schwartz of Dubuque.

Miss Vera Bong has accepted a position as clerk to Trainmaster N. P. Mills at Fort Dodge.

Miss Ruth Benton has been promoted from position of clerk to the trainmaster to a position as clerk in the superintendent's office, vice Miss Ethyl Chalus, resigned effective April 16.

J. A. Sims, clerk in the superintendent's office, recently appeared with cigars in his hands, making explanation simultaneously that a baby girl had arrived.

H. M. Anthony, freight house clerk at Fort Dodge, resumed his duties April 30 after a vacation of several weeks in California.

J. M. Sullivan and R. J. Cain, clerks in the superintendent's office at Fort Dodge, were week-end business visitors in Bemidji, Beltrami County, Minnesota. They report the country south of Minneapolis as a mecca for duck-hunters.

MISSISSIPPI DIVISION

Sympathy is extended to Supervising Agent B. A. Talbert on the loss of his sister, who died suddenly April 16, while enroute from her home at Grenada to Duck Hill, Miss.

Mrs. F. H. Stanford of Indianapolis, formerly Miss Loryne Holcomb, stenographer for the Illinois Central, and little daughter, Martha, have been visiting relatives and friends in Water Valley.

T. G. Brown, "Red" Green, "Peanut" Shelton and P. C. Whitehead took in the ball game between the New York "Giants" and Washington "Senators" at Jackson, Tenn., recently.

Louis Kelly, blacksmith apprentice, re-

cently spent a week with relatives in New Orleans.

Mrs. and Mrs. E. W. Holliwell spent the week-end with relatives in Durant.

W. E. Hoyt, storekeeper, has been elected president of the Water Valley baseball team.

Assistant Accountant Charles W. Doyle recently paid a visit to Eldorado, Ark., looking after his oil interests.

E. A. Truett, clerk to a general foreman at Durant, is now located in the master mechanic's office.

Pipefitter Foreman Catchings and Painter Foreman Jamison of McComb were here recently.

General Foreman Royal of McComb was here recently.

Ray Kennedy, timekeeper, recently made a trip to Durant on company business.

Miss Annie Bell Anderson, clerk in the accountant's office, spent a week of her vacation visiting her brother, John, in McComb. Before returning home she also visited in New Orleans and Cruger, Miss.

Dispatcher and Mrs. W. J. Tipler spent a week-end at the home of Mrs. Tipler's parents.

G. C. McClamroch accompanied the supply cars over the division recently.

Mrs. J. R. Huff, wife of the dispatcher, and Miss Kathleen Hadaway, clerk to the superintendent, were in Fulton one day recently.

Miss Christine Adams, stenographer in the road department, was in Memphis a few days recently shopping.

Mrs. Fleeta Harris, clerk to Trainmaster Spangler, is off on several months' leave of absence. Her place is being filled by Mrs. Gertrude Turner, formerly a clerk in the superintendents office.

Operator H. G. Rosser of Grenada and his bride, formerly Miss Louise McNeill of Memphis, visited in Water Valley recently.

Mrs. Janie Hussey, telephone operator, and Mrs. J. J. Knight, wife of the agent at Torrance, were in Memphis shopping recently.

Dispatcher E. L. Shelton has been elected as one of the Illinois Central System's representatives to the Train Dispatchers' Association to be held in Kansas City in June.

We are glad to have our porter, Ben Edwards, back at work after an illness of three weeks.



"Before the Blue Laws"—Employees of General Freight Office, Memphis, Tenn., in Sunday Afternoon Football Practice.

MEMPHIS, TENN.**General Freight Office**

The entire office will be pleased to know that Miss Lucille Yard has returned to work. Quotation Clerk Roth also is back on the job.

Norma Talmadge has nothing on the latest acquisition to our stenographic force—Miss Rose Heaney. She has her hair bobbed, too.

J. L. Weeks is a papa now. It's a girl. J. F. Dugan is also the proud father of a 9½-pound baby girl. Both families are doing well.

Mechanical Department

Major Owens, machine shop apprentice, who lacerated his finger a few days ago, has resumed work.

E. P. Wilkes, valve setter in the erecting shop, who has been confined at St. Joseph's hospital with appendicitis, has been removed to his home and is now able to greet his many friends.

The Illinois Central apprentice boys have organized a volley ball team with the following members: T. Waycoster, William Chism, Anthony Kelly, C. Cobb, G. Gordon, Claude Wilson and Major Owens. A net has been placed in front of the main office, and the team has become so proficient they defeated the Y. M. C. A. team two games: first game, 15 to 12; second game, 13 to 10. George Matero is manager.

Chas. Leonard of the machine shop has returned from Fairmont, W. Va., where he was called by the death of his mother, Mrs. John Leonard. Mrs. Leonard was 84 years old.

G. R. Wilcox of the fitting shop, who was ill at St. Joseph's hospital with appendicitis, is able to be at work again. Mr. Wilcox speaks highly of the treatment he received while there.

Ewing Morgan, carpenter shop foreman, who voluntarily asked to be pensioned after being in the service since 1898, was presented with a complete smoking set by employees and fellow workmen upon his departure.

Hudson Irby of Sardis, Miss., formerly of the air room, was a visitor to Memphis recently.

The library at St. Joseph's hospital, which was installed some time ago by the shop men, has proved a success, according to the report of many patients who have had the pleasure of using the books. Ten new books were added this month. This makes a total of 172 books.

E. Watson, machine erecting shop, has returned to work after a three weeks' lay-off, caused by a rusty nail penetrating his foot.

J. McGregor, who was on the sick list for a few days, is again in service.

Little Miss Ila May Higgason, accompanied by her father and mother, paid a long-promised visit to the master mechanic's office recently. Ila May is the daughter of J. W. Higgason, our well-known inspector foreman. She gives promise of having as ready a smile as "Daddy."

SPRINGFIELD DIVISION**Superintendent's Office, Clinton, Ill.**

Miss Helen Benson and mother, Mrs. E. Benson, were business visitors in Chicago April 15.

Miss Della Morrison and mother visited relatives in Hoopeston Sunday, April 17.

Misses Ethel and Esther Jones were business visitors in Chicago recently.

A. Watt, of Chicago, was a business caller at the division offices Thursday, April 14.

Dr. Lawrence Draper, of Chicago, visited the home folks recently.

Adane Bowles and Ed Rundle attended a Shrine meeting in Springfield Thursday evening, April 14.

John Sproat visited home folks in Kincaid recently.

Accountant Warrick spent Tuesday, April 19, in East St. Louis.

Mrs. M. J. Williams was a visitor in Bloomington April 20.

Superintendent Hevron, of Champaign, was a business visitor in Clinton April 22.

Accountant C. Edmonson is taking several days' vacation.

Miss Jennie Gleadall was shopping in Bloomington recently.

Assistant Chief Clerk C. May spent Thursday, April 21, in St. Louis.

Miss Gladys Westerholt made a business trip to Springfield Saturday, April 23.

G. F. Thing, of Weldon, has been granted a leave of absence, effective April 28. He will be relieved by J. D. Healea. Mr. Thing expects to take a much-needed rest.

F. E. Rorer, agent at Mt. Pulaski, is now on leave of absence on account of the serious illness of his brother.

R. F. Deveney, third trick operator at Kenney, returned to service April 5, having been absent for two months on account of sickness.

R. F. Harford, agent at Thomasville, returned to the service Tuesday, April 26, having been absent one week on account of sickness. He was relieved by Agent O. L. Oxley.

W. H. Rooker has been checked in as permanent agent at New Holland, relieving O. E. Donaldson, who in turn has accepted a position as agent at Beason, relieving L. C. Grandfield.

Miss Eva Gilliland, third trick operator at Maroa, returned to the service April 28, having been absent about two months, on account of sickness.

A great deal of interest has been shown in the recent tests being made with the 2-10-2 type engines now in service on the Clinton district. It is understood these engines are showing remarkable efficiency.

Road Department

Assistant Engineer J. W. Swartz and Instrument Man W. J. Apperson returned on April 20 from St. Louis, where they had been several days on company business.

Section Foreman Joseph A. Frey, with Mrs. Frey and daughter, left Alhambra April 18 for two weeks' visit to friends at Detroit, Mich.

Section Foreman Charles Perry, of Glen Carbon, was elected president of the village board April 19.

Section Foreman Edward Haley, of Litchfield, was elected alderman of the second ward April 19.

Miss Pauline McKinney, daughter of Section Foreman Charles McKinney, spent Sunday, April 16, in Pana.

The extra gang in charge of W. K. Horn moved from East Grand Avenue to Binney,

where they are busy laying new 90-pound rail.

Instrument Man Frank Kraft and Instrument Man and Accountant Apperson spent Friday, April 23, in Pana.

Signal Foreman Yeager visited relatives in Kinmundy April 2 and 3.

Maintainer Robinson has returned to his position at Farmersville, after submitting to an operation at the Illinois Central Hospital, Chicago.

Assistant Maintainer Connelly is relieving Leverman Crowley at Springfield. Mr. Crowley was slightly injured in throwing levers at an interlocking tower.

Section Foreman and Mrs. D. Cheek, of Mt. Pulaski, spent Saturday and Sunday, April 16 and 17, in Springfield.

Harry Miller, clerk in the roadmaster's office, and A. E. Walters, assistant storekeeper, attended a banquet at the St. Nicholas Hotel in Springfield, April 17.

Miss Alice Cheek, clerk in the supervisor's office, Springfield, spent Sunday, April 10, with friends at Clinton.

Noah McMahon, Springfield division Burbank, has been busier than the proverbial paper hanger for the past month planting fruit trees and otherwise beautifying section house grounds along the division.

Assistant Maintainer Smith and family visited relatives in Springfield Sunday, April 9.

Road Supervisor M. Doyle was in Champaign April 22, on company business.

Instrument Man and Accountant W. J. Apperson has just completed his quarterly task of moving his household goods. Jeff claims that homes in Clinton are somewhat like dollar bills—hard to get and hard to keep after you get them.

Signal Maintainer Frank Lynch and family visited relatives in Springfield April 9.

Grover Cleveland Harris, resident engineer in charge of our new yards, and chief puzzle expert on our division, has taken his party to Johnson City for some locating work at that place.

Supervisor S. C. Draper was in Fisher, April 22.

Roadmaster Boland and son, of Freeport, were callers at this office April 14.

Miss Geraldine Reynolds, stenographer,

in the roadmaster's office, spent April 23 and 24 with friends at Normal.

Miss Elizabeth O'Brien, clerk in the supervisor's office, at Pana, visited in Clinton with her sister, Mrs. J. P. Donegan, April 24.

Trainmaster's Office

Conductor Chris Cully has gone to Hot Springs, Ark., where he will remain for at least three weeks, taking the baths.

T. W. McIntyre, conductor, is spending several weeks in Eldorado Springs, Mo.

Conductor and Mrs. W. A. Knight have just returned from a visit of two weeks in Denver, Colo. Mr. Knight also attended a meeting of the O. R. C., there being about three hundred initiated into the mysteries of the order.

Conductor William Baughman has returned to work, after being out of service, due to sickness in his family.

Extra Conductor Rea Lawrence and family have moved to Havana, Ill. Mr. Lawrence has been assigned as baggageman on trains 624 and 623 between Havana and Champaign. As soon as fishing gets good,

Rea intends to entertain a few of his friends with a good old-fashioned fish fry.

Conductor George F. Gibson has been granted a leave of absence and departed for Denver, Colo., in order to be with his wife, who went there for the benefit of her health.

Freight Department

C. W. Donaldson, agent, was in Decatur recently on company business.

L. P. Young, houseman, was a Decatur visitor recently.

Bernard R. Murphy, night baggage agent, has a badly mashed finger.

Mrs. Josephine Thomas, bill clerk, who was off duty, has returned to work.

Guy M. Preston, refrigeration clerk, has returned to work after several days' absence on account of a sprained arm.

C. C. Cundiff, O. S. & D. clerk, is back again on the job after several days' lay-off on account of the illness of his mother.

Springfield Station

Two extra sleeper coaches were placed on train No. 17 March 31 to provide for a



Reminiscences of the Station at Springfield, Ill.

large delegation of admirers and sympathizers of Miss Mary McSwiney, who spoke at a mass meeting at the Arsenal April 1.

Noel B. Clark, yardmaster at East Grand Avenue, has been successful in securing business from the Springfield Clay Products Company and Poston Brick Company which heretofore has been routed via other lines.

Margaret O'Brien, abstract clerk, in the local freight office, spent April 2, 3 and 4 in St. Louis.

J. J. Stevens, traveling freight agent, with headquarters at Springfield, has moved his household goods here from Chicago.

Alfred Williams, clerk in the freight office, spent Sunday, April 3, in Champaign.

J. B. Hudson, former freight agent at Springfield, now pensioned, has returned from St. Petersburg, Fla., where he spent the winter.

L. R. Carpenter, former conductor out of Springfield, now pensioned, an old Civil War veteran, now a resident of Lima, Ohio, was in Springfield April 4 on his return trip from St. Petersburg, Fla.

A. J. Rakers, traveling freight agent of the Union Pacific with headquarters in St. Louis, called at the local freight office April 6.

Jesse Davise, ticket agent at Springfield, spent from April 11 to April 14 in Belleflower, visiting his father.

Sheridan Messenger, second trick operator at Springfield passenger station, spent April 16 and 17 in Rantoul, visiting relatives.

A. U. Sawbridge, city passenger agent of Chicago, accompanied Senator Mark to his assumption of duty here April 19.

R. W. Bell, general superintendent of motive power, was in Springfield April 20.

John Kiser, trucker in the Springfield warehouse, departed April 7 for Hot Springs, Ark., to seek relief from rheumatism.

E. C. Rich, traveling auditor, with headquarters at Decatur, checked the accounts of the Springfield station April 18 to 21.

ILLINOIS DIVISION

The Illinois Division made an enviable record for March in the reduction of stock killed on the waylands. But one head of stock was killed on the division during the

entire month. That was a small calf. The section foreman saw the calf on the waylands and sent one of his men to chase it off. While the calf was being chased down the track, it decided suddenly to change its course and ran down the side of the embankment, falling and breaking its neck.

Division Offices, Champaign, Ill.

R. W. Bell, general superintendent of motive power, was a Champaign visitor recently.

Timekeeper R. J. Truitt has had a new position of late. Mrs. Truitt is sick with the flu and "Bunny" has taken the role of nursemaid.

Acting General Superintendent G. E. Patterson paid the division a visit recently.

Timekeeper G. H. Strauss is the proud father of a 7-pound baby girl, who arrived at his home on April 2.

George, however, has nothing on Chief Accountant E. F. Kramer, who has a 9-pound baby boy to support at his home since March 25.

Traveling Auditor C. D. Rau spent a week on this division checking joint facilities.

Accountants Kramer and Sheehan attended the accountants' meeting in Chicago April 21.

The girls of the division offices have organized a sewing club, which met at the homes of the Misses Lona and Blanche Lawson, April 14. This being only the third meeting of the club, they have not yet decided what they will sew.

Roadmaster J. L. Downs and staff have just completed an inspection trip of the entire division in the interests of efficiency and economy, and there is no doubt now but that everyone in the maintenance of way department on the Illinois division is an enthusiastic member of the "Tool Club."

Road Supervisor's Clerk J. W. Bostian is negotiating for the purchase of a canoe. John intends to spend his week-ends fishing in the Kankakee River this summer.

Mattoon Freight House

Mr. and Mrs. B. E. Nichols, of Chicago, were the guests of Agent and Mrs. M.

Dorsey the first of the month. Mr. Nichols and Mrs. Dorsey's birthdays fall on the first of April, and they have celebrated them together for many years. Mr. Nichols was formerly commercial agent at Sioux City, Iowa. He retired five years ago, after forty-six years of service.

Chief Clerk and Mrs. Tony Gorman were week-end visitors in Chicago, April 9.

MINNESOTA DIVISION

Superintendent's Office, Dubuque, Iowa

Conductor Tom Graham has purchased a new Overland and is rolling all the wrinkles out of the asphalt in Waterloo.

D. C. Burnside, operator at Peosta, recently visited in East Dubuque.

Mrs. T. H. Graham and Mrs. Mike Lavin, wives of conductors, attended a meeting of the auxiliary of the B. of R. T. at Waterloo, April 18.

The "Krazy Kat" club entertained their friends at a hard time party at the Moderne Ball Room April 9. The affair was given in honor of several of the members' birthdays, and also complimentary to Miss Hilda Schwartz, accountant, and W. J. Heckman, claim agent, Iowa division, whose marriage was solemnized April 26. On account of the difficulty Bill was experiencing in finding a house in Fort Dodge they were presented with a small celluloid bungalow. Prizes for costumes were awarded to Miss Olivett Ryder and O. J. Oster. Dancing was indulged in until 11:30, after which a box luncheon was served.

As a prenuptial courtesy to Miss Hilda B. Schwartz, the girls from the division offices were entertained by the Misses Grace McDonald and Margaret Walsh at the home of the latter on the evening of April 19. After Hilda had spent some time stumbling over the rocky road to matrimony, and passing comments on each stumbling stone, music, dancing and gossiping were indulged in. At 11 o'clock a dainty luncheon was served, the table decorations being in pink and white. The favors were pink roses drawn by cupids, and the center-piece was a huge basket of carnations. The evening was brought to a close by presenting the bride-to-be with a painting of "Hanging of the Crane."

Miss Hilda Schwartz was also honored by a "Sewing-bee" given by her aunt, Mrs. R. H. Heller, Saturday afternoon, April 23, at which the girls of the division office force had a chance to put a few stitches on some tea towels. At the close of the afternoon a dainty luncheon was served.

There has been excitement among the force in the superintendent's office. Miss Hilda B. Schwartz, who has been with us four years, and W. J. Heckman, an old-timer in this office, but now located at Fort Dodge as claim agent, were married April 26.

Transportation Department

W. J. Fitz, operator at Dubuque, resumed his duties April 21, after spending three weeks in Louisiana and Cuba.

J. R. Sims, agent at Scales Mound, on April 20 began his venture in matrimony, taking as his wife a young woman from the shores of Apple River. They are spending their honeymoon in the South.

J. B. Parkins, third trick operator at Warren, Ill., was off duty ten days in April, attending the funeral of his wife's mother in Canada.

M. E. Stoeffel, operator, has resumed his duties at Dubuque Junction after an illness of about three months.

V. M. Duncan, third trick operator at Peosta, is now the proud possessor of a runabout.

C. E. Conklin, third trick operator at Manchester, was off duty two weeks in April on account of the illness of Mrs. Conklin.

H. G. Krueger has been appointed regular third trick operator at Winthrop.

C. E. Dodge, third trick operator at Independence, on April 13 gained considerable notoriety and more experience when he was held up and abducted by mail robbers, taken fourteen miles in the country, and abandoned on a lonely country road at 4 a.m., with hands tied and eyes blindfolded. Dodge is now in a position to give pointers to Wild West heroes or movie fans.

E. L. Bayler, second trick operator at Osage, took a vacation of ten days during April, being relieved by A. J. Beckage.

Sincere sympathy of the Minnesota Division employes is extended to R. C. Genz, third trick operator at South Junction, Dubuque, in the loss of his wife, who died April 15.

N. Malgrem, second trick operator at Manchester, is again on the job after a honeymoon of three weeks. On their return to Delaware (formerly the home of both bride and groom) we understand it was necessary to hold their reception in the city hall to accommodate their numerous friends.

Mrs. J. J. Duffy, wife of our Dyersville agent, recently underwent a serious operation at Mercy Hospital, Dubuque. Our last bulletin reports her condition good and a speedy recovery expected.

T. F. Frentress, agent at Glenville, is again taking treatment at Rochester, Minn.

Chief Dispatcher and Dispatchers Heins and Morton, Assistant Engineer Jump and Agent Braden, attended the Shrine Ceremonial at Rockford, Ill., April 20.

During the belated snowstorm of April 15 and 16, East End Dispatchers Huebsch, Russell and McKelvie established a temporary office at Galena, on account of wire trouble west of Portage. After three days of pioneering they were pleased to return to original quarters at Dubuque.

H. T. Driscoll has been appointed first operator at Nashua, Ia.

We are all glad to know that Mrs. E. C. Russell, wife of the chief dispatcher, is on the speedy road to recovery.

Maintenance of Way Department

Instrument Man C. J. Nash spent April 24 in Fort Dodge.

Miss Margaret Walsh, stenographer, visited in Oelwein recently.

Miss Camilius Collings, stenographer, is planning a trip to New York for her vacation.

Dubuque Yard

Yard Clerk Bert Pape, 19 years old, died



The Middle of April in Northern Illinois

March 3 at the Illinois Central Hospital, Chicago. The funeral was held March 6 from the home of his parents, Dubuque, Iowa. He is survived by his father, mother, three brothers and one sister. Mr. Pape acted as yard clerk and checker until eight months ago, when he went to the hospital for treatment.

Dubuque Freight House

J. S. Allison, freight agent, has returned from a week's trip in the South. He went over the New Orleans terminals and met many traffic and operating department officials and employees. He also met import and export agents, as well as the captains on board the large steamers. Upon his return he spent a few days in Chicago.

Mrs. Mabel Logelin is the proud possessor of 300 baby chicks. Anyone wishing a Christmas fry had better place an order now.

According to the statement of claims for March, 1921, Dubuque station has made a record to be proud of, the number being reduced from 141 in March, 1920, to 41 in the same month this year.

Waterloo Terminal

Conductor Floyd Love has been assigned to the Cedar Rapids district in place of Conductor Povlick.

The Cedar Rapids district passenger run has been awarded Conductor P. M. Berg, but that does not mean that Conductor Berg will stay away from Waterloo, as he still claims Waterloo as his official residence.

Conductor T. O. McCarthy, who has been on passenger runs 31 and 32 in place of Conductor Cornelius between Dubuque and Freeport for the past several months, is back with us at Waterloo again and claims his former run in freight service 62 and 51. T. O. says that he still wants the old 98798.

H. G. Brown, trainmaster, Waterloo terminal and Albert Lea district, has returned from Chicago, after spending several days there working on the new time table, which recently went into effect on the Minnesota division.

Conductor E. L. Morse was in charge of the Russell snow plow which was sent from Waterloo to clear the main track of snow east of Dubuque.

Paul J. Goswiler has been assigned as caboose supply man at the Waterloo terminal.

Owing to slack business and subsequent slack work it has become necessary to make a reduction in the crews and many of the old heads are now back on the extra list.

Galena, Ill.

Henry Conoughy, our bill clerk, was called to Hastings, Neb., by the death of his brother, John Conoughy, who had been commercial agent for the Union Pacific for forty years.

We were pleased to have a visit from our division agent, B. L. Bowden, on April 21. He found everything at Galena in good condition.

LeRoy Hirst, car clerk, spent April 3 in Dubuque.

Mr. and Mrs. Russel Ward spent April 24 in Elgin visiting relatives.

H. L. Day took the Master Mason degree April 12.

The Elks initiated a class of 200 in Galena March 30. A large number of our I. C. employees were initiated.

We closed March with a nice increase in tonnage over the same month last year, both in and out of Galena.

"If there ever has been a building in Galena greatly improved in appearance within the past year it is the Illinois Central freight depot," said the *Galena Gazette* recently. "This building for several years was a dilapidated looking affair, the lack of paint and attention being sadly in evidence.

"Today, through the efforts of the local agent, H. L. Day, the freight depot has been painted on the exterior and interior, the floors oiled and as clean as a whistle, while the various patrons of the road are allotted certain sections of the freight depot, their sections being neatly marked off with attractively printed signs.

"The office of the depot is likewise an example of system and order. Flower boxes have been placed at the windows on the

outside of the structure, while on the inside are numerous potted flowers and vines.

"The passenger station and grounds are also kept in a clean and attractive manner. George Miller and Russel Ward have charge of the two depots and the grounds, they likewise deserving a share of the credit for the improvements."

CHICAGO

Baggage and Mail Traffic Department

The sewing club of the baggage and mail traffic department spent Saturday afternoon and evening, April 23, with Miss Mae J. Nolan at her home, 906 East 64th Street. After a busy afternoon, Miss Nolan's mother served a delicious supper. The young women of this club are endeavoring to reduce the H. C. L. by becoming proficient in dress-making.

Miss Vestā A. Shoesmith has just returned from a business trip to Greenwood, Miss., where she was called to look after her land interests. While in the South, she visited friends in Memphis, Tenn., Clarksdale, Sidon and Jackson, Miss. Upon Miss Shoesmith's return, she found it necessary to have her tonsils removed, and this operation was performed at the Illinois Central Hospital.

We have a few "Babe Ruths," "Grover Alexanders," and "Ray Schalks" in the tariff and mail rooms. They take a short workout every noon and are getting in trim for Saturday and Sunday afternoons. When the 1 o'clock whistle blows, they are back on the job with lots of pep—the kind that wins.

Miss Ida May Hayden has severed her connection with this department to become the wife of Clarence Plummer, office manager of the Earnshaw Knitting Company. The wedding will take place in May. Mr. and Mrs. Plummer will make their home in Boston.

Miss Elsie Carlson has been absent for a couple of days on account of illness.

Mrs. M. Z. Courtright, who has been a resident of Windsor Park for many years, is moving to Woodlawn.

F. A. Barr has taken off a couple of days to move into new quarters.

South Water Street Station

Charles Foley has been on the sick list for the past month or so, but we are pleased to see him back on the job.

A. H. Scott, assistant chief claim clerk, paid a short visit to his ranch in Montana just recently.

Messrs. Bowman, Baechle and Callahan are planning a trip to the Marengo farm in the near future.

About a week ago the stork visited the Collins home and left a dear little baby girl.

The Prendergast family, Frances, Jeanette and Martial X., are planning their spring hegira.

ST. LOUIS DIVISION

Miss Bertha Schuler, clerk for Trainmaster Givens, Mounds, spent several days the first part of April in Lafayette, Ind., visiting her sister.

Miss Helen Greif, P. I. clerk in the superintendent's office, spent Sunday, April 3, with friends in Jonesboro, Ill.

Trainmaster J. D. White, East St. Louis, was in Carbondale on business April 4.

Miss Lena Hampton, stenographer in Superintendent Atwill's office, spent a week-end recently with relatives in Mount Vernon, Ill.

H. C. Marmaduke, from the general manager's office, Chicago, visited friends in Carbondale the first of the month.

Various members of the division office force are preparing a tennis court just across the tracks from the passenger station and will soon be ready for some games.

Freezes during April have killed practically all the fruit in Southern Illinois. This means much, not only to Southern Illinois, but to various other parts of the world as well, as Southern Illinois is famed for her excellent fruit products.

There are being run, on an average, two express trains from the South, containing strawberries and vegetables, most of which have been coming from Louisiana and Mississippi. Usually there is a St. Louis district train run from Carbondale. If there are five or more cars, they are run as a special.

President C. H. Markham and Vice-Presi-

dent C. M. Kittle were on the division April 9.

Traveling Auditor Kermeen, from Memphis, has been on the division for several days recently.

Accountant H. E. Goetz was in St. Louis April 10 to see the "Browns" wallopp the "Cardinals."

Miss Lillian Milligan, clerk in the Superintendent's office, and her brother Milton, accountant, were in St. Louis April 9 on business.

Night Chief Dispatcher O. T. Newman's father died recently at Carmi, Ill.

Southern Pacific engine No. 3666 passed by the division office, Carbondale, April 8, enroute to New Orleans for delivery to the Southern Pacific. This is another one of the big engines recently purchased by the S. P.

Train Auditor G. E. Dunlop was in to see us April 11.

Miss Florence Sill, stenographer for Chief Clerk Culley, has bought a new bicycle. Not long since Miss Sill was cruelly bruised by being thrown from a wild and reckless horse, which convinced her that walking to her work is a more reliable way of getting there. She says she also feels much safer on the "bike."

Miss Jane Murphy, clerk in yard office, East St. Louis, has been off duty on account of illness. Miss Bergdoll has been keeping up Miss Murphy's work.

The forces in the various departments in the superintendent's office had their pictures taken April 12.

Superintendent Atwill and Claim Agent Clemans went to St. Paul, Minn., April 12, to attend court.

Vice-President A. C. Mann was in Mounds April 14.

General Foreman C. M. Wilkins, Carbondale, was in St. Louis April 15.

Miss Jennie Kleine was visiting in Chicago over Sunday, April 17.

Mrs. P. D. Johnson has been visiting relatives in Louisville, Ky. Mr. Johnson is clerk for Trainmaster E. D. Holcomb.

Miss Louise Bradshaw, clerk in the car distributor's office, was called to Paducah, Ky., by the illness of relatives recently.

J. L. Butler, secretary to Mr. Atwill, was

called to Sparta April 24 by the illness of his mother. We are glad to hear that she is improving.

P. Hill, chief timekeeper, H. E. Goetz and F. Crouse, accountants, and Bill Grisom, operator, went to St. Louis April 24 to see the "Cubs" take the "Cardinals" to a trimming.

News has come to us that Miss Esta Wesner, stenographer for Division Storekeeper J. G. Warnecke, Centralia, has been married to a Mr. Smith, who is employed by the C. B. & Q., at Centralia. Miss Wesner was for some time stenographer in the superintendent's office, Carbondale.

Conductor R. S. ("Boffie") Smith, who is showing up well on Rockford's baseball team, was recently married to Miss Gladys Jean of Anna, Ill.

Miss Birdie Quinnelly, invoice clerk for the Mobile & Ohio at Meridian, Miss., is visiting Mr. and Mrs. P. D. Johnson at Carbondale.

Trainmasters Hatch, Holcomb and Gibbs and Traveling Engineer H. E. Exby have been busy recently getting out a new time table.

R. C. Montgomery and family and Mrs. Aletha Walker, mother of Conductor W. M. Walker, are visiting in Los Angeles, Cal.

R. T. Cooper and family expect to spend a few days visiting in Mount Vernon, the first part of May.

East St. Louis Freight Office

Now that we are in the select class in efficiency, we are going to put forth a determined effort in the field of journalism.

Speaking of being in the select class, we might add that we want to be second to none in all standings. East St. Louis may not be the largest station, but when we all get together, we accomplish things. Look out, Chicago.

This writing would not be complete without something about our waybill checker, "Goldie" Zimpleman, who is now dabbling in politics and has been appointed precinct chairman.

Our bill clerk, Lester Heitgras, put one over on all of us on April 9, when he joined the ranks of the Benedicts, thereby in-

creasing the number to three on the bill desk. He refuses to be interviewed, and all we know is that the lucky girl's name is Frieda.

Chief Inbound Clerk E. I. Upton, who has been confined to his home for several weeks, is convalescing.

The local office baseball team has been reorganized with a strong lineup. Any team desiring to schedule a game can do so by getting in touch with the manager, A. M. Shaneman, care of the local freight office.

Miss Margaret McKenzie, comptometer operator in the local office, is at present in the Chicago hospital for a minor operation.

The employes of the local freight office are actively soliciting business as requested by Superintendent Atwill, and some good results have been obtained, among them being the following:

	C/L Shipments	All future C/L and LCL Shipments
J. M. Perryman.....	33	....
J. H. Muelken.....	49	2
H. K. DuHadway.....	8	....
A. M. Shaneman.....	4	1
W. R. McQuillan.....	1	....
B. M. Benjamin.....	....	4
E. R. McCallister.....	....	2
J. A. Roberts.....	....	1
W. J. Thebus.....	....	2

In addition to interviewing the shippers and consignees, the employes are protecting the company's interest by securing long hauls on every shipment possible, thereby increasing the tonnage and revenue. By giving prompt, courteous and efficient service we need not hesitate to call on shippers, or consignees to favor the company with their business.

Cairo Local Freight Office

J. D. Ladd, agent at Cairo, and his family, have returned from a six weeks' visit in Leesburg, Tampa, and other Florida points. Mr. Ladd is one of the oldest and best known agents on the Illinois Central, having been in the service about forty-five years, and agent at Cairo thirty-six years. His health was improved by his Florida trip. He is very enthusiastic in regard

to the beauty and charm of Florida, and tells some good stories about the number and size of the fish he caught. F. M. Block, agent at Mounds, was in charge at Cairo during Mr. Ladd's absence.

Stevenson's "Of what shall a man be proud if not of his friends?" can at the present day be changed to read "What can a man be proud of, if not his job?"

Elzy Newton, train clerk, has been off a week on account of an automobile accident.

Cairo may be well down in Illinois, but when it comes to making herself known, she surely can make a racket in the way of solicitation of freight that can be heard from East to West and North to South. Everyone is alive to the situation at this station, and with the standing committee appointed at recent staff meeting good results have already been obtained.

Cairo did so well on the campaign south of the river in the "No Exception" month of April that everyone is determined that Cairo shall be 100 per cent during the May "No Exception" campaign north of the river.

Chief Clerk Bernard White has returned after a few days spent in St. Louis on business.

Another of our interesting staff meetings was held on Friday, April 22. These meetings are called once a month, and all station employes attend. Matters of very great importance to the station are brought up and discussed, such as O. S. & D.'s, proper handling of freight, avoidance of errors in billing, revision, etc., and each employe is called upon to give his or her view on any subject brought forth, which results in many items being presented which are helpful not only to the employe involved but to the company. Next month all employes engaged in waybills, revision, etc., are to give talks on what they consider improvements in way of assistance from other clerks, method in which work they are engaged in may be handled to better advantage, etc., and we look forward to a lively meeting.

Who can beat it! We have five employes at this station who have been employed at Cairo a total of 166 years, an average of 33½ years each.

Arthur Karr, demurrage clerk at this station, will leave next month for Tampa, Fla., his future abode.

J. Harvey Wooldriege is the oldest employe at Cairo station in length of service (53 years) and one of the oldest in years. He surprised everyone a few weeks ago by appearing without the mustache which had adorned his face as long as the memory of the oldest inhabitant extends. At the last staff meeting Mr. Wooldriege read an article on loyalty and co-operation of station forces.

Edward Zerfass, city delivery clerk in the freight warehouse, has been assigned the demurrage clerk's position, to fill a vacancy caused by the resignation of Mr. Karr.

Charles Lehning has been assigned as assistant cashier, a post vacant since the death of Miss Margaret Tanner.

Ben Williams, William R. Givens, and J. McEwen were official callers on the 25th.

The Mississippi-Warrior interchange business is heavy, now, as they are handling a volume of export wheat through the elevators and barges for transportation to New Orleans.

The sympathy of the office is extended to Miss Mary Wilhoit, abstract clerk, on account of the death of her father March 28. Mr. Wilhoit had been an invalid for several years. He had three other children in the employ of the company—Miss Grace in the freight claim department, Chicago; James, in yard service at Mounds, and Morton, electrician at Carbondale.

April 15 we lost one of our co-workers, Miss Margaret Tanner, assistant cashier at this station, who passed away after a lingering illness of about nine months. Margaret's services will be greatly missed, as she was a highly efficient clerk. During the staff meeting on the 22nd a committee was appointed, and the following resolutions offered:

"Whereas, the Almighty God in His infinite wisdom has seen fit to take from our midst our little friend and co-worker, Margaret E. Tanner, for duties in higher realms,

"Be it resolved, That we bow our heads in humble submission to His immutable Will, conceding it is ever beneficently directed toward us in good.

"Be it further resolved, That the freight office as a whole extend to the bereaved loved ones our sincerest sympathy in the affliction they have just sustained."

KENTUCKY DIVISION

Supervisor Josh Pruitt, of the Central City district, was at Bakersport April 19.

Dr. S. C. Beach, health and sanitary officer of the system, was at Princeton and Hodgenville April 22. Doctor Beach was trying to find some bacteria in the drinking water supply, but was not very successful.

Col. I. B. Tanner, formerly water supply foreman of the Kentucky division, underwent two serious operations for gallstones in a Chicago hospital recently.

Miss Marion Waggener, supervisor's clerk at Princeton, was in Louisville April 4.

Hugh Hunsaker, formerly supervisor's clerk at Princeton and Louisville, has accepted a position as ballast inspector at Memphis.

H. D. Brannon, formerly chainman in the engineering department of the Kentucky division, has just completed a successful non-stop round-trip airplane flight between Louisville and Memphis.

Harry Devinney, chief clerk to the roadmaster, Louisville, accompanied Roadmaster Glynn to Horse Branch, Ky., on company business April 12.

Neal Sisk, supervisor's clerk at Princeton, attended another big banquet in Madisonville April 14. The occasion was that Neal was being made a Shriner.

Miss Sudie Cash, trainmaster's clerk at Princeton, attended the Elks' ball at Princeton April 15. The ball was for the benefit of the Princeton Athletic Association.

The Princeton Athletic Association has been organized at Princeton, and has purchased ground for a ball park. A grandstand and pavilion are now being erected, and there will be a ball game nearly every Saturday afternoon. This organization is composed almost exclusively of Illinois Central employes. J. W. Taylor, chief dispatcher, J. E. Moss, yardmaster, Littleton Groom, dispatcher's clerk, and Sam Catlett, yard clerk, are on the board of directors. The ball team is composed exclusively of Illinois Central employes, as follows:

Harry Blades, ticket agent, center fielder.

James Walker, yard clerk, right fielder.

Thomas Miles, flagman, left fielder.

Charles Eaker, apprentice, first base.

George Stevens, yard clerk, second base.

Carl Karlsbach, yard clerk, third base.
 Carmon Cartwright, shopman, short stop.
 Roy Stevens, yard clerk, catcher.
 Dick Meecham, machinist, pitcher.
 J. E. Moss, yardmaster, manager.

The team will play Central City at Central City soon and is open for engagements with any other Illinois Central team.

Assistant Engineer Carney and Instrument man Brevard were at Camp Knox April 19. Rodman Rice, of the engineering department, was at Princeton April 19.

Roadmaster Glynn inspected facilities at Paducah and Gravel Switch April 20.

We are very sorry to report the death of Waddy Allen, ticket clerk at Paducah storehouse, who died at Paducah April 19 and was buried at Paducah April 21. We extend our deepest sympathy to his bereaved family.

G. R. Hurd, supervisor of fire protection, inspected facilities at Louisville April 20 and Paducah April 21.

Miss Mabel Hoover, telephone operator at Princeton, and Miss Lucy Howard, supervisor's clerk at Princeton, visited Paducah Sunday, April 23, and were taken through the Paducah shops and roundhouse by the accountant in Master Mechanic Walker's office. They also inspected the new Central Type Locomotive 2936, which is now at Paducah.

Superintendent Hill passed over the division on train 101 April 26 on his way to Chicago. He was accompanied out of Paducah by Master Mechanic Walker.

Signal Inspector Partridge, Signal Testman J. A. Sauer and Instrument Man Brevard of the engineering department were at Grand Rivers April 27 on company business, afterward leaving for Princeton on train 136.

Roadmaster Glynn passed over the division on train 101 April 28 on his way to attend an expense meeting at Chicago.

Dan Lee, of the Fairbanks-Morse Company, was at Princeton April 29, inspecting Fairbanks-Morse motor cars.

Supervisor of Bridges and Buildings W. C. Waggener, Bridge Inspector Andy Howerton and Masonry Inspector J. P. Beschaud have been inspecting permanent bridges on the Kentucky division recently.

Local Freight Office, Twelfth and Rowan

P. Welch has been added to the car record department, to succeed Mark Sheehan.

Mark Sheehan was transferred to the accounting department, to fill the vacancy left by the resignation of J. L. Reinhardt.

J. L. Reinhardt recently resigned his position in this office and has moved to Indianapolis, Ind.

E. O. Byers, agent, Leitchfield, Ky., was a recent visitor to this office.

F. B. Sherwood, auditor of freight overcharge claims, was also a visitor.

J. S. Reedy, inspector of stations and transfers, was here in the interest of "No Exception" month.

Miss Nellie May DeLaney took a pleasure trip to Indianapolis, Ind., recently.

W. V. Milliken, chief clerk, auditor, O. C. F. C., and O. W. Farnham, special accountant, assistant comptroller's office, gave us a brief visit recently.

TENNESSEE DIVISION

Auditor E. L. Yontz was a visitor in Dyersburg March 28.

Supervising Agent Robinson paid the Dyersburg office a visit April 6.

D. A. Corum, car repairer, has been paid \$1,500 in settlement of injuries, which resulted in blood poisoning.

Mrs. Wordie Brooks, stenographer in the office of the agent at Jackson, Tenn., spent the week-end in Memphis.

A. T. Franklin, pensioned assistant master mechanic, was called recently to Corsicana, Texas, by the serious illness of his brother.

Jackson shop employees wish to extend sympathy to their agent, F. B. Wilkinson, in the death of his mother on March 26.

Agent W. N. Woggoner has made several trips on the Dyersburg district in the interest of "No Exception" month, and reports success.

Chief Clerk Walker of Dyersburg was called to St. Louis recently by the illness of his sister.

Dave Ligon of the superintendent's office, Fulton, visited in Dyersburg, April 19.

The superintendent's office force is glad to welcome Ulric Jones, a lately returned soldier.

We must report the death of Henry Estes,

porter, in the office of Master Mechanic Grimes, Jackson, Tenn. Henry had been a faithful employe of the company for twenty-five years, and the many floral designs proved the high esteem in which he was held by both white and negro employes.

Baggage Clerk Bruce Johnson of Dyersburg was a visitor in Water Valley, Miss., April 3.

The motion pictures put on at Jackson shops by the Chicago Railway Equipment Co. proved both interesting and instructive.

INDIANA DIVISION

Superintendent's Office, Mattoon, Ill.

Our genial friend, Harry Sumner, is smiling among us again, for a while, at least.

Superintendent Roth has been busy with meetings. On April 9 one of large attendance and "big enthusiasm" was held concerning exceptions. We're bound to make it 100 per cent. It Must Be Done!

A safety meeting was held in the superintendent's office on April 11 with the usual good attendance.

Trainmaster Keene and family pleasantly surprised Mr. Keene's mother with a few days' visit at his old home this month.

Messenger Richard Brown, better known as "Brownie," has accepted the position of file clerk in the superintendent's office in place of Mrs. Laverne Mitchell.

Included in Miss Lillian Walker's audience at Champaign one evening recently were some of our force. Mrs. Lou Osborne Morris, Misses Florence McShane, Norienne Quinn and Cora Tiffany.

Our assistant chief clerk is deserting our ranks to become a "farmer" up in Wisconsin. Best of luck to you, Earl, and raise lots of good things—our vacations are near at hand.

Agent's Office, Indianapolis, Ind.

F. B. Sherwood visited the local office recently with a view to re-establishing the revising bureau, which will be welcomed very much by Indianapolis station and the Indiana division.

M. Dorsey, agent at Mattoon, recently made his first visit to Indianapolis since this part of the line has been in operation.

Archy Buckton, of Mattoon, has taken a

position in the general foreman's office, C. R. Woods (former chief clerk for Mr. Loughery) leaving to take up work in Mr. Bell's office at Mattoon.

Miss Ida Pollock spent the week-end recently with relatives in Cincinnati.

H. C. Noel, formerly of Bloomfield, Ind., has received a promotion at the Indianapolis local office, where he is now employed.

Our supervisor of fire prevention, Mr. Hurd, recently paid us his frequent visit and his usual compliment that we are in first-class shape.

Agent's Office, Bloomington, Ind.

C. R. Pleasants, agent, was in Indianapolis April 8.

Miss Eugenia Pleasants, daughter of Agent Pleasants, has returned to her school at Greensburg, Pa., after spending the spring vacation with home folks.

Denzil Languell, bill clerk in our local freight office, spent Sunday, April 3, visiting friends in Indianapolis.

Warren Eller, clerk in our local freight office, spent Sunday, April 10, in Decatur, Ill., visiting friends.

C. J. Walker, supervising agent, called on us April 5.

Trainmaster E. N. Vane was with us April 2. He was accompanied by Mrs. Vane, who spent the day with Mrs. Pleasants.

Verne Morse, freight house foreman, and Agent Pleasants were in Mattoon, Ill., April 9 to attend a meeting.

Miss Maggie Lanum, claim clerk in our local freight office, spent Sunday, April 10, visiting friends at Bedford, Ind.

Robert Eller, clerk, spent Sunday, April 10, in Indianapolis.

G. E. Patterson, general superintendent, and H. J. Roth, superintendent, passed over the district April 14, in the general superintendent's car.

Mattoon Shops

Blacksmith Foreman C. T. Miller recently visited French Lick Springs.

C. R. Plummer, chief accountant, and J. L. Warren, assistant chief accountant, and their wives, were in Chicago recently, where Mr. Plummer and Mr. Warren attended an accountants' meeting.

Palestine Shops

Engineer F. H. Chambers has a thirty days' leave of absence, which he is spending in Little Rock and Hot Springs, Ark. Mrs. Chambers is accompanying him.

The Illinois Central was well represented at the recent election, Engineer C. S. Clayton having been elected mayor, while Engineer B. Bruner and Caller M. Thompson were elected aldermen.

General Foreman Smith recently spent a few days in East St. Louis.

DINING CAR DEPARTMENT

Reduction of crews has taken place.

Steward L. B. Frame took a trip off recently to be initiated into the Knights Templar.

H. E. Holt, inspector, and H. S. Holt, assistant commissary storekeeper, spent Sunday, May 1, in St. Louis, celebrating the eightieth birthday of Grandmother Holt.

Steward George McCullough has been sojourning in New Jersey recently. He was called east by the illness of his wife, who is now convalescing. George will resume his place as steward on the New Orleans Limited in a few days.

Teamster Albert Ballard has gone to the hospital, suffering from an attack of appendicitis. He passed the operation nicely, and is on the road to recovery.

Four antiquated body ironers operated by gas have been replaced by two tandem steam presses, allowing the laundry to turn out 700 coats daily with three girls, whereas it formerly took four girls to turn out 550.

Former Steward Axel Enquist has accepted the position of platform man for this department. Mr. Enquist, who has been in the service for four years, is always on the job promptly, notwithstanding the fact that his residence is in Wheaton, Ill. He contemplates moving to Chicago soon, having sold his home recently.

W. A. Aylesworth has returned to this department after an absence of two years. He was formerly a steward on the New Orleans run, and has accepted a similar position on the Daylight Special. They all come back, especially to the I. C., where good treatment and good service go hand in hand. Mr. Aylesworth is in Steward H. B.

Goldthwaite's place, Mr. Goldthwaite having a severe case of the gout.

Mack Harrison, manager of the news stand at Memphis, announces the arrival April 20 of a boy, Forrest Marion. Commissary Accountant Koester came a close second with a charming daughter on the 21st.

P. E. Utterback has tendered his resignation as manager of the Champaign Eating House, to take effect May 1. Mr. Utterback has been with the Illinois Central for three years as steward and restaurant manager. He has accepted the management of the Elks' Club at Champaign. Miss Mary Clowry, who has been night waitress for several years, has been promoted manager.

Steward J. E. Foley and crew were assigned to render dining car service on the "Governor's Special" on April 14, when Governor and Mrs. Small, accompanied by fifty-one legislators, left Springfield for Rockford, enroute to points in Southern Wisconsin, where good roads were investigated by the the committee designated to solve the problems of concrete road construction in Illinois. Under the direction of Inspector C. A. Castle, the dining car service was pronounced 100 per cent perfect by the patrons. Many complimentary remarks were passed regarding food, service and floral decorations.

Mr. Elliott's friends will be glad to know that he is improving wonderfully, in Los Angeles. He writes that up to date (a matter of about six weeks), he has actually gained fifteen pounds, and feels like a new man. He is still taking things easy and sunning himself. His wife and son are with him.

ROAD DEPARTMENT, CHICAGO

O. M. Kaplan, chief clerk to the signal supervisor and B. & B. supervisor, has been in the hospital at 57th Street for several days, undergoing an operation on his nose.

K. B. Thrasher, instrument man in Mr. Porter's office, is sporting a new pair of glasses.

Our office boy, Gardner, is becoming quite a chainman in the engineering force, and is looking forward to promotion as rodman soon.

PURCHASING DEPARTMENT

Stories of beautiful California have lured one of our most faithful office associates, Miss Nina J. Berger, for a two months' trip through that region. Most of her time will be taken up sight seeing in Los Angeles, but she hopes her friends will spare her time also to visit Hollywood. Miss Nina has been a faithful employe for seven years and her friends in the purchasing department wish her all the pleasure possible for every day of her visit.

B. OF R. T.

The wives and women relatives of B. of R. T. members of No. 341 and No. 60 organized a women's auxiliary to be known as Silver Star Lodge No. 696 at Dubuque, Iowa, on April 1 and 2 with a charter membership of forty-four. Thirty-two members of Sunshine lodge of Waterloo attended and assisted with the ceremonies, which were held in Eagles' Hall. The following officers were elected: Worthy president, Clara Graham; vice-president, Pearl Savin; past president, Mae Cooper; secretary, Frances Smith; treasurer, Marie Tanner; chaplain, Minnie Muir; conductress, Virginia Larson; warden, Elizabeth Schildman; inner guard, Ethel Hayes; outer guard, Lillian Hanley musician, Margaret Deyo; counselor, Brother Michael Lavin; editress, Tenie McLaughlin. The new lodge will hold its meetings on the first Tuesday afternoon and third Thursday evening of each month at Eagles' Hall.

WISCONSIN DIVISION

Headquarters, Freeport, Ill.

Mrs. Mabel Lordan, stenographer to the chief clerk, is confined to her home, having undergone a serious operation. Reports are that she is doing very nicely.

The Illinois Central offices are anxiously awaiting the close of the Beauty Contest now running in the *Chicago Tribune*, as Miss Isabel Gugger, accountant, has sent in her photograph.

Clarence Winning and Walter Tappe, clerks in the freight office, have accepted positions in the accounting department, superintendent's office.

Miss Theresa Johnson has accepted a

position as temporary stenographer during the absence of Mrs. Mabel Lordan.

G. S. Rought, trainmaster on the Freeport district, who has been in the service of the Illinois Central for thirty-one years and who has never been off of the Illinois Central rails, is contemplating a deferred honeymoon for himself and Mrs. Rought to places of interest in California and other western points. He expects to be gone for about a month.

Miss Honor Thro, stenographer in the road department, spent the week-end in Madison, visiting friends.

H. A. Lichtenberger has accepted the position of assistant chief accountant.

W. W. Wilkinson of the accounting department has been granted a 30-day leave of absence.

Miss Frances Lavelle, of the accounting department, and Miss Marguerite Doyle, trainmaster's clerk, contemplate taking a trip to Minneapolis to visit friends.

Freeport Freight Office

The Freeport Traffic Club held its first meeting at the City Hall Friday evening, April 15. The following officers were elected: President, C. H. Credicott, manager, Freeport Produce Co.; secretary, B. J. Sanford, traffic manager, Stephens Motor works; treasurer, J. O. Owens, agent, C. & N. W. R. R.; chairman of membership committee, J. J. Reilly, agent, I. C. R. R. The club has a membership of forty-six. The purpose is to get together on matters pertaining to traffic and also to see that goods are packed and marked correctly to do away with unnecessary claims.

Supervising Agent J. F. Riordon checked Freeport station. Everything checked 100 per cent.

Supervising Agent B. L. Borden, of the Minnesota division, visited Freeport station, April 18.

Much interest is being manifested in the "No Exception" drive which starts May 1, and we hope to be able to obtain 100 per cent.

Miss Joan Peck, abstract clerk, has been home ill for the last few days, but she is back on the job again.

Walter Tappe, clerk, who has been trans-

ferred to the accounting department, was also recently elected alderman of the fourth ward. As yet we have failed to see the cigars or candy.

Earl Green has accepted the J. M. Daly position. He formerly worked at Wallace yard as checker.

Miss Irene Keister, stenographer, visited in Chicago for a few days. The State Bank Building doesn't look so tall now.

Rockford Freight Office

In the "No Exception" campaign to be launched for May, it may be well to mention what Rockford has been doing along this line for the past six months. Every day has been a "No Exception" day, and both the freight department and billing department have worked unceasingly toward that end. As reports from Mr. Richmond, superintendent of transfers and stations, are received, bulletins are compiled at once and posted, showing Rockford's standing and also comparisons with other stations. A spirit of pride and of competition has sprung up in addition to the loyalty and the desire to perform work well. Rockford is entering for first place in the campaign for May.

On April 18 a number of our boys attended a banquet served by the Rockford Traffic Club of which they are members.

John Gutzwiller, warehouseman, will leave soon for western South Dakota.

Signalman Howard Young sustained painful injuries recently when the radiator of his automobile blew up.

Vern Lawson, who spent a day at Chicago, viewed the big snowstorm from a point of vantage at Grant Park.

Employes at Rockford freight house are contemplating organizing a cornet band. There is dissension, however, as each member insists upon being appointed leader.

Strange how the average railroad man longs to raise chickens as a means of getting rich quick! About half of Rockford's Illinois Central employes are getting into the poultry game this spring as a side line or as a pastime. The market should be swamped with eggs and chickens later on.

Elmer Gruber, checker, visited his parents at Oregon, Ill., recently.

Minonk Freight Office

A rather peculiar incident recently was in our delivering to the Santa Fe on April 15 a car A. T. & S. F. 21117 and on the same date their delivering to us car I. C. 21117.

The local fans' basketball team just finished a most successful season. They played thirty games, winning twenty-five, played the strongest independent teams in the state, and closed the season with two games against Bloomington's crack all-star team. The two Hoffman brothers and Devon are employed in the local freight office, and Illinois Central employes are much interested in the team.

It has become a regular thing for the local newspapers to give the Illinois Central "favorable mention" on the first-class condition in which the station grounds and yards are kept up. Foreman Roath certainly has brought about a decided improvement.

The egg season is at its height. The Illinois Central is securing all of this business, and furthermore we expect to hold it.

Warehouseman Green has just moved to the north part of town.



An April Scene at Freeport

Local Agent Kelly was elected city treasurer in a red hot election April 19, at which time Mayor Simater was re-elected. The fight was on mayor.

During the business depression the coal chutes are working but one shift.

Mr. Hanley, Mr. Jurgenson and several others from the water department have been working in this territory the past few weeks trying to locate or figure out where a water supply can be obtained. The well which was drilled near the coal chutes is proving unsatisfactory in that the water is a very poor quality for engine use.

Freeport Shops

One of the worst April snow storms in the last forty years visited us on Friday night and Saturday, April 15 and 16, completely blocking traffic around Freeport and making it necessary to use snow plows on

all the lines out of Freeport. Engine 1134 reached Freeport from Chicago with No. 27 on April 16, six hours late and covered with snow.

On Thursday evening, April 7, the clerks in the master mechanic's office at Freeport gave a 6 o'clock dinner in honor of Miss Esther Powell, who is to be married on May 14 to Merrill C. Hoefer of Chicago. Miss Powell resigned Saturday, April 9, and in the afternoon the foremen and clerks in the mechanical department presented her with an electric percolator. With it went the best wishes of the entire force. We are all contemplating a visit to Mr. and Mrs. Hoefer this summer at their home in Chicago and expect to try out the merits of the new percolator.

The official photographer of the mechanical department took a photograph of Division Storekeeper F. L. Rhynders, his accountant, E. Lawless, and stenographer, R. Thompson in their office at Freeport shops. Here it is.

Loyalty

We are now undergoing a period of reconstruction on this, as well as all other railroads in the United States, and if loyalty to your employer was ever necessary, now is the time.

Instead of trying to find all weak places in railway operation and complain about them, let us find these weak places and by loyalty fix them, thus showing our employer that we are striving to make this railroad the biggest and best one in the country.

Finally, let us believe in the universality of the Golden Rule: "All things whatsoever ye would that men should do unto you, do ye even so unto them."

I contend that if we follow this rule we are bound by loyalty to each other, the reconstruction period will be safely passed and we will remain one big loyal family, all working for one another's good.—B. RUNNALLS, Agent, Carbondale, Ill.



That "Miss." Part Makes It Perfect

Quotation Clerk O'Dell has a way all his own when telephoning. He was overheard the other day talking to "Sarah," "Maud" and "Lula." The chief clerk cautioned him about talking to the ladies during office hours, but upon looking into the matter further it was discovered that he was in conversation with the agents at Sarah, Maud, and Lula, Miss.—*News Item from the offices at Memphis, Tenn.*

Talks on Transportation

(Continued from Page 10)

The Sherman Anti-Trust Law, enacted in 1890, was held by the Supreme Court in the Trans-Missouri and the Joint Traffic Association cases to apply to traffic associations organized by the railroads for the purpose of stabilizing rates.

In many states somewhat similar laws were enforced to prevent consolidations of railroads and to subject these companies to enormous penalties based on the theory that they should be artificially forced to compete. It requires no careful thinking to reach the immediate conclusion that there can be no consistency in the application of anti-monopoly statutes to public service corporations whose rates are under the control of public authority, and who are not permitted to bid for business by making rates on a competitive basis.

While the railroads were struggling with this mass of hostile restrictive legislation, whereby their income was held down according to the whim or fancy of uninformed legislative bodies, there was going on in the field of labor the formation of those powerful instrumentalities which we call labor unions, pressing on steadily to a form of organization which would be too powerful for the railroads to resist. The ideal of the leaders of these unions seems to be the bringing about of what is essentially the nationalization of the railroads by adopting as far as possible uniform rules and regulations, as well as a uniform schedule of wages.

Regulated Revenue, Not Expenses

These bodies, not given express official recognition until the passage of the Adamson Law in 1916 and the Clayton Anti-Trust Act a little earlier, were yet powerful forces tending always to increase the expense of the railways, so that for a considerable time prior to our entry into the European War we had the curious and anomalous situation of having the revenue of the railroads regulated by law, while their expenses were not in any way regulated. In other words, the income was restricted by rate-regulating

bodies, and the out-go was subject to attack from forces which were becoming increasingly powerful and aggressive. As indicated, the situation was rendered all the more difficult and embarrassing by reason of the provisions in the law prohibiting co-operative effort. These and other difficulties with which the public has become familiar are responsible for what is commonly known as "The Railroad Problem," which might properly be characterized as "The Crisis in Railroad Affairs," which pressed upon the attention of public men and financiers prior to the stress of war.

Prior to 1918 we had reached a condition which served to convince many thoughtful students of the question that something would have to be done to strengthen and improve railroad credit as to permit the acquisition of larger facilities in order to care for the expanding commerce of the country.

Not a Breakdown in 1917

This meant of course the acquisition of tremendous quantities of new capital. It meant, however, something even more fundamental. Confidence must be restored in the value of railroad securities as a medium for investment, not merely on the part of captains of industry, and of financial interests with immense sums to invest, but confidence must be restored on the part of the small investor, the ordinary citizen with limited means but with some desire to secure safe and sound investments which could be left to take care of themselves, and which might be left by the investors as heritages to their children. Everywhere the soundness of insurance companies and savings banks and trust companies who had invested large sums in these railroad securities was being shaken or questioned by the lack of confidence in railroad securities, due largely to these various sources of attack.

It is the usual thing to state that the railroad transportation systems of the country had broken down late in the autumn of 1917, so that it was necessary to take over the railroads by the government in order that they might be operated so efficiently as to do their part in winning the war. This statement cannot be taken at its full value, since the real difficulty at the time grew out of

the fact that the railroads were required by the necessities of the situation to act in unison and to function co-operatively, while at the same time they were prohibited by law from doing the only thing which could save the situation.

Undoubtedly there was necessity for preferential movement of certain commerce, but the law did not permit these common carriers to discriminate among different classes of traffic, and it subjected any railroad that denied equal treatment to the payment of heavy damages. The necessities of the situation made it important that some arrangement should be made which should be tantamount to the pooling of earnings, so that one railroad might surrender its traffic to another which could more efficiently transport it without loss of revenue; but a specific provision of law prohibited this from being done.

It was doubtless important that there should be a common use of terminals, but the carriers hesitated to enter into an arrangement of this kind for fear that they would suffer penalties under state and federal anti-trust laws. In whatever direction the railroad executives turned in their efforts to do something constructive to handle the commerce of the country in accordance with the war needs of the nation, they were met by rigid and illogical laws which had been passed to remedy some real or fancied wrong.

Indictment of Public Policy

I am not questioning the wisdom of taking over the railroads by the government, but I do say with confidence that the taking over of the railroads by the government was an indictment, not of the railroad officials who were handling the properties, but an indictment of the unwisdom of legislation and of the public policy manifested thereby which prevented the railroads from operating as a unit at a time when such unified operation was necessary to the very life of the nation. Of course, government control permitted this unified operation, and I do not think it can be said that government control was otherwise than successful during the extreme period extending from January 1, 1918, to November 11, 1918, which was the era of intense military activity.

That was a time when every energy of the

United States, all its man power, all its resources, all its store of patriotism, all its wealth of sentiment and feeling, all its power of will, were being steadily and consistently exerted toward the accomplishment of a single purpose—the overthrow of the forces of aggression and of evil. At that time every private interest was subserved to the public good, or at least should have been. The railroads, important instrumentalities in the conduct of the industrial life of the nation, were dedicated, set apart and indeed consecrated to the task of winning the war.

Results of Federal Control

Federal control was protracted beyond the armistice by the necessity of retaining the roads until helpful and constructive legislation could be enacted, under which it was hoped and believed that they would survive and continue upon some basis which would strengthen railroad credit and establish the securities of the carriers as desirable media for investment. The country generally is familiar with the protracted hearings which were had by committees of Congress during the year 1919, culminating in that piece of legislation which we call the "Transportation Act."

It is no part of my purpose to discuss that act in all its details, nor to give my personal opinion as to the merits of the things in the act which are new. I am concerned here rather with a plain statement of the condition in which the roads found themselves at the end of federal control, a condition due partly to the policy pursued by the government during federal control, and partly to certain natural causes and forces which operated during the war period.

For reasons which were no doubt satisfactory to the director general, it was conceived to be helpful to the general cause that the management of the railroad properties should be taken out of the hands of their owners and their direct representatives, the boards of directors, and vested in experienced railroad men who were responsible only to the federal administration. There would seem to be no reason to think that purely from the viewpoint of operating efficiency this change resulted badly since, with rare exceptions, the property of each of the railroads was left under the direct con-

trol of men most familiar with its operation and most interested in its success.

Here and there have been heard what has always seemed to me idle and childish complaints against this course, it having been suggested in certain irresponsible quarters that the railroad properties should have been turned over to men who had no experience in their operation and were unfamiliar with the peculiarities of each system, but who were theoretical advocatess of government operation and control. I do not think, however, that any serious body of opinion can be found to advocate a plan so illogical and absurd. But I think I am justified in saying that there was a positive harmful result in many cases coming about by severing the close relations between the properties and those who owned them.

Hard to Watch Maintenance

While the Railroad Administration gave opportunity to those whose money had built the railroads and who owned them to make frequent inspections of the properties, yet in the nature of things these managing directors and owners were out of touch with the conditions of the properties, and what was going on affecting their value. Particularly in the matter of maintenance, both of road and structures and equipment, was it impossible for those men interested in the properties to make sure that adequate measures were being taken to keep the properties in proper running order and repair.

Furthermore, during the exigencies of the war, when every energy was being exerted to moving traffic, indispensable to the conduct of the huge military enterprise in which we were engaged, it was difficult to maintain road and equipment in a condition of normal repair. This is shown clearly by the fact that while the Railroad Administration moved an enormous volume of business in 1918, a volume of business which up to that time was without precedent, and which has been exceeded only through the herculean efforts of the railroad companies in 1920, and while the volume of business was very great in 1919 relatively, there was added to the equipment of the railroads of the country only one hundred thousand new freight cars during the period of federal control, whereas, based on the experience of the carriers to that

time, there should have been added one hundred thousand freight cars annually to the equipment of American railroads.

This can only be explained by the fact that many cars which should have been retired on account of defective condition, and which normally and ordinarily would have been subjected to this process, were kept in service during the years 1918 and 1919, partly because of the prime need of the equipment, and partly because the Railroad Administration was struggling with enormous deficits, which were being made the subject of public criticism.

Equipment in Poor Condition

Whatever may be the cause the fact remains conceded by practically everyone familiar with the facts that the equipment of the carriers was in subnormal condition when on March 1, 1920, the railroads were restored to their owners. The condition of equipment and to some extent the condition of road structures have been made the subject of claims against the Railroad Administration which await adjudication and adjustment. But perhaps the most serious injury which was done to these railroad properties and their managements during federal control was the issuance of comprehensive orders by the Railroad Administration fastening upon the railroads of the country the so-called national agreements, governing the

Business and Pleasure

North and South, East and West, employes of the Illinois Central System are seeking business for the company. Witness the following handbill from New Orleans: "Efficiency—Courtesy—Co-operation; The membership of Central Lodge No. 540, Brotherhood of Railway Clerks (I. C. and Y. & M. V.) ask that they have the pleasure of meeting you on their Moonlight Boat Ride and Dance De Luxe on the beautiful new steamer, Capitol, Tuesday evening, April 5, 1921; modern dances; excellent music; positively an affair de luxe; tickets (including war tax), one dollar; boat leaves at 8:30 p. m. For service, ship and travel via the rails of the Illinois Central and the Yazoo & Mississippi Valley Railroads."

relations between the railroads and their employes.

I of course do not refer to the increases which were made in the rates of pay by General Order No. 27 and by subsequent and less sweeping orders made from time to time by the Railroad Administration. It seems to me that the decision of the Labor Board in the summer of 1920 still further advancing the basis of wages indicates that the director general made no mistake in increasing wages at the time he did.

When I speak in a somewhat critical mood of the action of the Railroad Administration as to labor I refer to those sweeping orders made late in the period of federal control and after the war emergency had passed, providing for nation-wide agreements as to conditions of labor, the effect of which was to take out of the hands of the managements of the several railroads the solutions of their peculiar problems. Much has been said in the public press and elsewhere with respect to these agreements, and as to their effect I shall refer a little later, but there is a great deal of misunderstanding in the public mind as to the time when these agreements became effective.

It is very commonly said that they were put in during the stress of war as war emergency measures, intended for temporary application, with the view that they would be rescinded and abolished when the war emergency had passed. While this would doubtless justify the abrogation of the agreements in this time of peace, yet we must face the facts as made by the record and bear in mind that these agreements were not made upon any such theory.

Five Separate Agreements

As a matter of fact there are five of these national agreements which constitute what is commonly referred to as "the national agreement." The agreement with the shop crafts, represented by the American Federation of Labor, was entered into on October 20, 1919; with the United Brotherhood of Maintenance of Way Employes and Railway Shop Laborers on December 16, 1919; with the Brotherhood of Railway Steamship Clerks, Freight Handlers, Express and Station Employes, January 1, 1920; with the National Brotherhood of Firemen and Oilers, January 16, 1920, and with the Brotherhood

of Railroad Signal Men of America, February 1, 1920.

It will thus be seen that the first of these agreements was entered into almost a year after the signing of the armistice and the latest of them only one month before the termination of federal control. I am not concerned to speculate as to the persons who were responsible for the making of these agreements, nor the motives which actuated them in fastening this incubus upon the railroads of the country, and incidentally upon the people of America, burdened as they are with the staggering cost of conducting the greatest war in history. Doubtless the persons who are responsible for these national agreements thought that they were doing only what was best for the common cause.

I think I am justified in saying, however, that the effort to deliver the railroads of the country bound hand and foot to the associations of their employes, thereby making practically impossible the practice of ordinary economies, did a substantial disservice to the nation in that it destroyed all possibility of adapting the expenses of the railroads to their incomes.

Resulted in Great Deficits

It is a matter of common knowledge that the operation of the railroads of the United States under federal control resulted in enormous deficits amounting probably to more than a billion dollars for the two years and two months of federal operation. This was true in spite of the fact that under General Order No. 28, effective June 26, 1918, the freight rates of the country were increased 25 per cent, and the passenger fares put upon a uniform 3-cent basis. The Railroad Administration knew, therefore, as the end of the federal control approached, that the expenses of the railroads without taking into account the impending increase in wages which had been long insisted upon by the employes would be far greater than their possible revenues. The Railroad Administration for reasons of its own did not see proper to advance the rates so as to take care of mounting costs, but it is no part of my province to criticize the action of the director general in this respect. I am merely stating the facts as they existed at the end of federal control.

We find, therefore, that, when the roads

were ready to be returned to their owners, they faced these serious situations. The ones who were directly responsible for the welfare of the roads had been for a year and a half out of touch with the properties. The equipment was admittedly in bad repair. The rate basis in effect was demonstrably too low to take care of the ordinary operating expenses of the carriers. There had been no increase in rates at all commensurate with the increase in expenses. They were returned bound by the inexorable provisions of these national agreements, the effect of which was, as you will see a little later, vastly to increase the expenses due to economic waste, to duplications and to the necessity for employing great numbers of men to do the same work that fewer were able to accomplish under pre-existing private control.

According to the figures compiled by the Bureau of Railway Economics, in 1917 the American railroads employed 1,732,876 men, for an aggregate wage of \$1,739,482,142; in 1918 they employed 1,841,575 men for an aggregate wage of \$2,613,813,351; in 1919, they employed 1,913,000 men for an aggregate wage of \$2,836,800,000; while in 1920 they employed 1,993,524 men for an aggregate wage of \$3,599,746,000. It was evident to all thoughtful students of the question that before the roads could be returned, in view of these indisputable and alarming conditions, some provision must be made to guard against their depressing effect.

Intention of Transportation Act

The Transportation Act was the answer made by Congress. It had two important ends in view. In the first place, it sought to devise a method for insuring to the railroads an income which would take care of operating expenses, fixed charges, and give some fair return upon the value of its property. This was, as everybody knows, the constitutional right and privilege of these railroads, and the machinery set up in the Transportation Act was intended to do no more than to furnish a practical and concrete method for enabling the railroads to assert and secure their constitutional privilege. The other great problem had to do with the relations between the railroads and their employes, the effort being so to frame

the legislation as to make strikes and interruptions of traffic practically impossible.

It was recognized and understood that it would take some time for the Interstate Commerce Commission to adjust the rate base so as to secure a fair return upon the property, and it was therefore provided that for the first six months of private control the railroads should be guaranteed by the government a net railway operating income equal to the amount paid as compensation during a similar period of federal control. This of course was a temporary measure which ceased to be effective on September 1, 1920.

It is scarcely necessary for me to refer at length to the rate-making provisions of the Transportation Act. They were designed upon the theory that they would to some degree at least solve the problem of the strong and weak lines, and would take care of the difficulties which grew out of the economic fact that differing bases of rates could not be applied in the same territory, and that a rate base which would be adequate for

Cherette

I knew she was only a pert grisette,
Sorrowless, soulless, gay,
With a heart as light as the cigarette
She daintily puffed away,
Only a lonely soldier's pet,
A dancing, prancing marionette,
Queen of the cabaret.

I knew I could leave her without regret,

Hoydenish, heartless fay,
Kiss her as lightly as when we met,
And carelessly sail away,
Frothy, frivolous amourette,
Toy to covet and then forget,
Queen of a pretty play.

But I suddenly saw—and it thrills me yet—

Down by the gleaming bay,
Saw with surprise that her eyes were wet,

Tears of an April day,
Love in the eyes of a gay coquette,
Ah, would to heaven I could forget
That I kissed her and sailed away.

—R. Jere Black, Jr., Long Beach,
Cal., in the *Stars and Stripes*,
Washington, D. C.

certain railroads would be totally inadequate for others.

Rate Results Disappointing

I am not disposed to enter upon a discussion as to the constitutionality of the rate provisions. The fact remains that owing to the remarkable fall-off in traffic and the inability of the railroads to reduce expenses due to the wage scale fixed by the Labor Board, and therefore inflexible, the results of operation since the new rates authorized by ex parte 74 went into effect, have been extremely disappointing. It is a matter of easy confirmation that the railroads of the United States for the four months ended December 31, 1920, during a portion of which time the higher rates were in effect, earned a net railway operative income of only 3.3 per cent upon the valuation of the property as found by the Interstate Commerce Commission. The rate of return is much lower based on earnings for the months of January and February, 1921.

It will serve no useful purpose here to consider whether the rates established by the Interstate Commerce Commission under the rate-making mandate of the Transportation Act are so high as to impede the free flow of traffic, and consequently to produce less net revenue than rates fixed upon a lower basis. I have little doubt that instances may be found, and particular classes of traffic discovered, where, under the depressed industrial conditions that now prevail, the freight rates have had a deterrent effect upon the movement of the traffic. Generally speaking, however, I doubt if the fall-off in railroad revenue can be attributed to the high rates.

But Business Fell Off

The Interstate Commerce Commission in fixing the rate base at a figure which would in the judgment of the Commission yield 6 per cent upon the value of the property, based their computation and their prophecy upon the theory that business would continue during the latter months of 1920 in substantially the same volume as in the early months of 1920. While it is true that the carriers presented their case upon the traffic that moved in 1919, yet it is difficult to resist the conclusion that the Interstate Commerce Commission was influenced to a very great degree by the tremendous volume of

traffic that was offered to the carriers in the early months of 1920. If business conditions throughout the year had fulfilled the promise of the early months it may be that the rates fixed by the Commission would have been barely sufficient.

There can be no doubt, however, that the history of the railroads functioning under the Transportation Act has demonstrated that no legislative enactment, however carefully thought out, can ever repeal the great economic laws of supply and demand, or bring about artificially conditions which are at war with sound principles of political economy. And so it comes about that, in spite of the constructive provisions of the Transportation Act, and the patient and intelligent efforts of the Interstate Commerce Commission to administer it, we have an unsatisfactory condition of affairs in the railroad world, which challenges the gravest attention of business men, legislators and the public generally.

Two Remedies Are Offered

The Congress of the United States is about to enter upon an investigation of the railroad situation. That investigation is welcomed by railway men generally. The committee of the Congress will in all probability soon enter upon hearings in an effort to ascertain why it is that the railroads of the United States, with the highest freight and passenger rates ever known in their history, are not able to earn a sufficient income to insure their prosperity, and particularly to insure such a development of the industry as will take care of the growing needs of commerce.

It is a common saying in certain quarters that the Transportation Act has failed. Two remedies are offered. On the one hand it is said that the only solution of the matter is government ownership; on the other it is said that the Transportation Act should be repealed, and the roads go back to that intensely individualistic system, in which each shall be left to fight for itself, without reference to the revenue needs of others.

I have neither the time nor the inclination to go into an extended discussion of the principle of government ownership. I know nothing in the theory of our government nor in the government's practical experience with the railroads which indicates the desirability

of such a course. Certain it is that our government was founded upon the broad principle that the common good was best to be furthered by cultivating the initiative of the individual, and by letting the sanction of the law rest upon him in the lightest possible form. We have grown to a nation of supreme greatness through our policy of encouraging individual initiative rather than through a policy of placing upon industry the blight of official bureaucracy. We are perhaps as little devoted to the socialistic principle as any other nation in the world.

Whatever may be said about socialism, I do not think even its ardent advocates will contend that it makes for intense individualism, or the growth of the individualistic idea. Its purpose rather, even viewed in its highest and most benevolent aspects, is to reduce mankind to a level, upon the theory that the welfare of society is best subserved by making all equally prosperous, intelligent and influential. I do not think the American people are prepared to enter upon a scheme or plan which will deny to the humblest individual in the land the opportunity to reach the highest point, whether it be in the field of pure intellectual effort, in the field of industry or in the field of political preferment.

Immense Investment Involved

The railroads of the country represent an

investment of nearly twenty billion dollars. They employ at the present time nearly two million heads of families. In 1920 they paid out nearly four billion dollars in wages, which was more than the national debt at the end of the Civil War. If this tremendous industry is turned over to the government permanently, it is easy to see what effect it will have on the struggle between the socialistic principle and the principle of individualism, to the latter of which most of us are devoted.

And again, I know of no reason why anyone should think that the railroads of the country can be more economically and efficiently operated by the government than by the private interests. It is a matter of common knowledge that during the period of government control the tax-payers of the United States were called upon to expend nearly a billion dollars to make up for deficits in railroad operations. It is true, too, that the experience of the American people with railroads, particularly in 1920, has shown that under private operation the railroads may be more efficiently operated than under government control.

Indeed, I know of no more notable or remarkable record than that made by the railroads in 1920, after their return to their owners. We have referred to the fact that

Things to Talk About

Perishable freight formed 3.55 per cent of the tonnage carried by the Illinois Central System in 1920. The total was 2,160,848 tons. The revenue from perishable freight was \$9,864,214, or 7.78 per cent of the total freight revenue of the system.

The growth of the perishable freight traffic is shown by the fact that in 1911 the number of tons carried on the Illinois Central System was 1,107,640. The increase in nine years was 95 per cent. This increase has been brought about largely through the encouragement and co-operation of the management of the Illinois Central System in various ways.

The following table shows the Illinois Central System revenue from perishable freight for the year 1920:

Citrus Fruits	\$ 606,849.00
Bananas	2,893,737.00
Deciduous Fruits	653,045.00
Other Fresh Fruits (Inc. LCL)	604,514.00
Potatoes	737,632.00
Other Fresh Vegetables (Inc. LCL)	1,339,463.00
Fresh Meats	1,548,979.00
Other Packinghouse Products	879,158.00
Poultry	117,067.00
Eggs	204,485.00
Butter and Cheese	279,285.00

\$9,864,214.00

they came back with their organizations somewhat disrupted; with their equipment in bad repair; with an insufficient amount of equipment, measured by the experience of the past. They came back practically without working capital, and it is a fact that on the first day of March, 1920, many railroads were compelled before the day was over to call on their local agents for funds with which to get through the first day. They were confronted with an exasperating so-called "outlaw" strike among their switchmen and to some extent among other employees, which persisted throughout the busiest months of the year. They were overwhelmed with unprecedented traffic, a traffic which was stimulated by feverish activity in all lines of industry. There was a great deal of hysteria in the country. The cars of most of the railroads were scattered far and wide, and there was such a mal-distribution of equipment that this added greatly to the difficulties of the situation.

And yet, with all these handicaps, they moved during the year 1920 a substantially greater volume of traffic than ever had been moved before. In 1918, which was the highest year in the matter of traffic handled prior to 1920, the railroads of the country transported 437,018,918,000 net tons of freight one mile. In 1919, which was a year of slightly lower traffic density, the railroads of the country transported 393,684,000,000 net tons of freight one mile, while in 1920, with all the adverse conditions that surrounded the operations of the railroads, the number of net tons carried one mile amounted to 445,975,000,000.

More Traffic Than Ever in 1920

The highest tonnage ever carried by railroads prior to 1920 for any one month was in August, 1918, which was considered a high-water mark. In that month the number of net tons carried one mile was 40,776,125,000, but in August, 1920, during private operation, the net tons carried one mile on American railroads amounted to 42,646,000,000, while in October, 1920, the net tons carried one mile were 42,562,685,000. I know of no more creditable record than that made by the American railroads in 1920, in the face of adverse conditions, confronted as they were with an unparalleled amount of busi-

ness and crippled by restrictive and adverse influences.

There is, however, the lamentable fact that although this immense business was done in 1920, it was not done at a profit, and we have the troublesome financial problem now pressing upon us. There is no gainsaying the fact that while the gross operating revenue of the railroads for 1920 was the greatest in history, the net was the lowest. The net railway operating income of American railroads in 1916 was \$1,100,545,422, or 6.17 per cent upon the property investment. In 1917 it was \$986,819,181, or 5.31 per cent upon the property investment. In 1918 it was \$682,546,759, or 3.6 per cent upon the property investment. In 1919 the income was \$509,601,118, or 2.64 per cent upon the property investment, while in 1920 the net railway operating income was \$62,264,421, or .33 of 1 per cent upon the value of railroad property as fixed by the Interstate Commerce Commission.

Net Operating Income Insufficient

It is of course obvious that a net railway operating income of sixty-two millions is not sufficient to keep the railroads alive when it will be remembered that this is the net income before fixed charges and dividends have been paid. What, therefore, is the explanation of a situation in which rates, having been fixed by the Interstate Commerce Commission, which were supposed to yield 6 per cent upon the valuation of the property, have in fact yielded such an inadequate amount? And what is the trouble when the railroads of America for 1920 have earned only one-third of 1 per cent upon the value of the property? It must be remembered of course that the wage increase made by the Labor Board in the summer of 1920 was retroactive from May 1, whereas the rates fixed by the Interstate Commerce Commission did not become operative until August 26.

It must also be remembered that many of the states unfortunately, either from mistaken public policy or because they were restrained by state statutes, did not give to the railroads the full increases which were contemplated by the decision of the Interstate Commerce Commission. While there are no figures to show just what loss resulted from this failure of the state commissions to

measure up to their full responsibility, it has been estimated that in the states of New York, Illinois, Minnesota, Ohio, Wisconsin, Iowa, Nebraska and Indiana alone the loss of revenue amounts to more than forty-five millions of dollars.

Of course this addition to the revenue of the carriers would have been almost entirely net, since the expense of performing the service at the lower rates is as great as performing it at the higher rates. But unquestionably the chief difficulty lies in the fact that the railroads have not been able to adjust their expenses to their shrinking revenues, which came about through the depression in business, and indeed it is doubtful whether all concerned have not vastly underestimated the amount of wage increases which resulted from the decision of the Labor Board in 1920. The Interstate Commerce Commission estimated this increase as amounting to \$618,000,000, but undoubtedly it was more — probably \$100,000,000 more.

Agreements Increased Expenses.

Furthermore, it has been considered that the existence of the so-called national

agreements which were fastened upon the railroads in the final days of federal control have increased the expenses of the roads more than half a billion dollars. It is of course difficult to estimate in dollars and cents precisely how these national agreements do work out to increase the expenses of the railroads. They are wasteful and unscientific. They are particularly objectionable in that the effect is to nationalize the railroads of the country, and to ignore the difference in conditions that prevail in different parts of the United States.

This is the theory of the national agreements: That a railroad station agent in a remote section of the country, where the cost of living is low, shall be paid the same as an agent in a metropolitan center, where the cost of living is high; where a skilled and industrious workman capable of turning out work which both as to quality and quantity indicates his skill and industry must receive no higher reward than an incompetent and indifferent worker who is content to drag through the day without interest in his work; where men are paid, not in proportion to their efficiency, but in proportion to their

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cunning and ingenuity in putting in time without labor; where there has been such refined classification of employes as to make impossible the practice of economy by reducing forces.

A Complicated Piece of Work

Some of the illustrations which have been given by the experts in this highly intricate field are indeed astonishing. It has been shown that under the present classification rules of the shop class, in order for a railroad to get a nozzle tip in the front end of a locomotive changed, it is necessary to do this: First, to call a boilermaker and his helper to open the door, because that is boilermaker's work; second, to call a pipeman and his helper to remove the blower pipe, because that is pipeman's work; third, to call a machinist and his helper to remove the tip, because that is machinist's work. The same three forces must be employed to put in the new tip. Before these national agreements were adopted, any handy man could do all this work and put on this nozzle tip. Indeed, I presume that there is no person present in this audience who could not unscrew a door and take off a nozzle, but under these national agreements six men must be employed for this small task.

My attention has been called to the fact that on the Rock Island Railroad there was a pump man employed to do nothing but pump water into a tank, at \$80 a month. It appears, however, that in order to start his pump, he had to go every day and turn an electric switch (precisely the same thing which all of us do every hour of the day in our homes). Thereupon the high lords of the labor world proceeded to classify this man as an electrician, and his wages were therefore automatically increased from \$80 a month to \$200 a month.

On the Pere Marquette Railroad that unfortunate line was compelled to pay \$9,364 in back pay to four employes, because without any change in duties their titles were changed under a decision of the Railroad Administration.

On the Virginian Railway it was found that one employe had been laid off because he had no work to do, but when he was put back under the seniority rights rule

that prevailed, he was paid \$1,000 back pay for the time that he was idle.

On the El Paso & Southwestern Railroad, in one instance where a train was delayed one hour and thirty minutes, an employe was paid five hours' time for making repairs to a window, when as a matter of fact it took him just thirty minutes to do the job. Had the rules permitted, a foreman who was there present could have done the work without delaying the train.

Cases from the Santa Fe

On the Santa Fe it appears that a foreman was sick, and while he was ill a machinist performed his duties. The machinist received \$921 for the work, while the foreman would have received \$665 for the same time. The Santa Fe reports another case where four car men were sent out on the line to do a piece of work that took four hours and thirty-three minutes. These men, however, were paid for 112 hours' work.

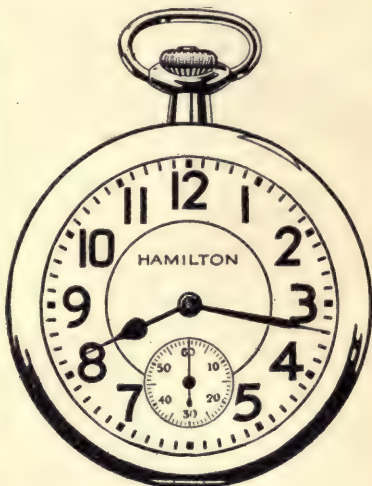
On the Norfolk & Western, five machinists were sent to an outlying point where they actually worked eight hours a day for three days. However, under the rules, they received straight time for the twenty-four hours which they did work, and time and a half for seventy-two hours which they did not work.

According to one of the rules of the shop craft's agreement, every man is paid an hour's extra time at the close of each week, by reason of the fact that he is supposed to check in and out on his own time. It has been reliably estimated that this one rule alone will cost the railroads of the nation \$14,500,000.

These rules absolutely prohibit piece work in the shops, which is one of the most powerful stimuli to effective and productive work. They limit the number of apprentices which can be taken into shops to one apprentice for every five mechanics. The rules prevent the railroads from employing as special apprentices young men with technical education, equipping themselves for supervisory work in the mechanical and electrical fields. They shut the door to those who have spent their money in endeavoring to equip themselves for better service, by refusing to give them the prac-

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tical experience which comes from actual contact with the work.

A Selection from the Rules

These rules are defended by those who are professional labor union leaders by saying that each and all of them existed in some part of the country or upon some railroad system prior to their being placed in the national code. The plan of these skillful and expert men is to search through all the agreements which were had between railroads and their employes, and to select out of these rules the most favorable one in each case, and to reject all the rules which are not entirely for the benefit of the employe. It is easy to understand that a railroad threatened with a strike or under strong pressure from the men would yield in one point, and the men would yield in other points. It is entirely unfair to comb through all the rules and regulations in effect on all American railroads, and make up a national code which consists of all those things most favorable to the men, and leave out those which look the other way.

I find that by taking 1914 as the basis, the wages of railroad labor in 1915 increased 1.83 per cent, in 1916 9.31 per cent, in 1917 23.04 per cent, in 1918 73.89 per cent, in 1919 81.74 per cent, in 1920 prior to the Labor Board's decision, 121.32 per cent, and subsequent to the Labor Board's decision 134.07 per cent. According to the figures compiled by the Bureau of Labor, the cost of living in December, 1920, was 94.5 per cent in excess of the cost of living in 1914.

That this figure indicates that there should be a very material reduction in the schedule of railroad pay is indicated by the fact that in June, 1920, when the decision of the Labor Board was rendered, the figures of the Bureau of Labor indicate that the cost of living then was 113 per cent of what it was in 1914. No one can doubt that there has been a substantial retrogression in the cost of living within the last six months. This has been shown by the statistics which have been gathered with reference to the men employed in such industries as automobiles, car building and repairing, cotton manufacturing, cotton finishing, hosiery and underwear, woolen goods, silks, ready-made clothing, leather, boots and shoes, etc.

Reduction Not An Injustice

It is clear, therefore, that no injustice will be done to the great mass of railroad labor if some reduction were made in the basic rate schedule to correspond to the decrease in the other lines of industry and in the cost of living. But one of the most important things right now is the abolition of the national agreements with their illogical and absurd results. If it could be brought about that each man would be required to do an honest day's work for an honest day's wage, a great reform would be accomplished. The trouble lies in the unfortunate fact that the money of the railroads, and consequently the money of the people, is being wasted in accordance with these improvident rules. Aside from the actual waste of money which grows out of the enforcement of these national agreements, there is the fundamental objection to which I have referred, that the plan looks toward the nationalization of the railroads. I have always thought that one of the principal reasons why federal control was unsatisfactory to the country generally

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was the fact that no group of men, however intelligent or patriotic, could sit down at the nation's capitol and administer so complicated a piece of mechanism as the railroad plant throughout the vast extent of this nation according to any uniform basis, by attempting to standardize methods of doing business. A reasonable working condition in North Dakota may be altogether unreasonable in Georgia. What is a proper wage in New York City may not be a proper wage in Texas. Each railroad has its own peculiar conditions, growing out of its traffic, its physical location and its peculiar situations.

There can be no sound economic reason why the railroads of the United States as a whole should agree with all railroad employees as a whole to conditions which should govern their employment. One might as well say that there should be a fixed rule as to the character of material out of which houses shall be built in this nation, without regard to climate or other influences. The thing is wrong in principle. It is eminently a socialistic scheme. The inevitable effect is to multiply expenses by the adoption of purely artificial conditions, and to take away from those most expert in the management of the particular railroads all power to make necessary changes as conditions vary from time to time.

Adjust Expenses to Revenues

In considering what must be done to insure restored continued efficiency in the railroad world, I know of no one thing which is so important as to enable the railroads in a time like this—of extraordinary business depression, when all lines of industry are suffering, when the credit of the nation is strained to the utmost, and when the farmers of the country are unable to sell their products at a price which will pay for the cost of production, when the warehouses of the manufacturers are crowded with goods which were costly to manufacture, with no market—to bring about a condition of affairs which will enable the railroads when their revenues shrink to adjust their expenses accordingly.

The ordinary business man, unhampered by rules of law, is able to reduce his expenses as his business falls off, by asking his employees to share some part of the sacrifice which he is called upon to make. But the railroads, with a fixed scale of wages and

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turdened by these national agreements, are helpless in an emergency like this.

It is useless to talk about increasing rates or to say that it is up to the Interstate Commerce Commission to provide the revenues. Everyone is agreed that an increase in rates is now out of the question. There can be but one remedy for the situation, and the only way in which expenses can be effectively reduced is a saving in the labor and a saving in the price of materials.

If I have been discussing the labor question more than the material question it is because the price of labor is fixed by a public board, and the price of materials by natural laws. I have some hope that these natural laws, as soon as present contracts have expired, will operate to permit the railroads to buy their supplies of fuel and other materials at prices which are responsive to the changed conditions of industry. On the other hand, the price of labor is fixed partly by the award of the Labor Board, and partly by the fiat of the leaders of organized labor. Insofar as the railroads have been victims of conscienceless profiteers in the fields of material and supplies, I have no more patience with that class than with those who have inexorably insisted upon a rigid wage scale and rigid wage conditions which shall take no accounting of decreased revenues.

Matter to Be Investigated

I am aware of the charge which has been made in certain irresponsible quarters that the railroads have been paying excessive prices for their materials and have been subjected to excessive costs for repairing cars and locomotives, on account of the desire of certain influential persons to favor construction and repair companies. That phase of the matter will be investigated by the congressional committee, and this investigation is welcomed by the railroads. I venture to say, however, in connection with the charge that the railroads have farmed out their repair work, it will be found that it could be more economically done in this way for the reason that these private repair concerns were operated on a piecework basis, which insured efficiency at a minimum cost, while the railroads were prohibited from using the piecework basis in their own repair shops. I venture to say further that the investigation will show that, in some cases, at least, under the stress of the immense traffic which was tendered to the railroads in

performance on the job **COUNTS**



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1920, the shop forces were unable to take care of the repairs with sufficient speed so as to permit the greatest possible use of railroad equipment.

There is another and very interesting phase of the transportation problem which I would like to discuss, if time and opportunity permitted it. I have reference to the development of our inland waterways. This is a subject which has engaged the thought and attention of most of our unbiased students of the question. It seems to me however that there has been much superficial thinking on this subject. It has been considered that the railroads were responsible for strangling water transportation. If this be true, it grows out of the fact that we have been trying to do by law what ought to have been left to the working out of natural forces.

Caused a Loss to Chicago

A statute was passed some time ago known as the Panama Canal Act, which prohibited a railroad from having any interest in a water transportation line, if the effect was to interfere with keen competition. Under the operation of this law many freight vessels have disappeared from Lake Michigan, and the great city of Chicago has been largely deprived of the benefits of water transportation on the lake, because the railroads were compelled to dispose of the vessels in which they had an interest.

The transportation problem is not a railroad problem alone, nor it is a water problem alone. What good reason can there be for prohibiting railroad companies from owning vessels on the navigable waters of the country? All the rates would be subject to public regulation. There is no reason why the rate-regulating bodies should not establish a lower rate for water transportation than for rail transportation. Would it not be infinitely better to deal with trans-



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portation companies having the right to transport by rail, by water or by motor trucks, as the exigencies of the occasion and the laws of economical operation might dictate? But, as indicated, I have not the time to go elaborately into this phase of the matter.

It has been suggested, too, that the remedy is by having the railroads consolidated into a few large and important systems. Some of the most careful students of the problem in the United States advocate this. I think there can be no doubt that many of the so-called independent roads would function more economically if they were a part of large railroad systems. But on the other hand I think this may be carried too far. As the law stands now, consolidations are permitted, though not absolutely required. In my judgment, before new drastic legislation is adopted, it would be well to see if under the present permissive law, when conditions become more normal, consolidations do not go on in obedience to the principles of enlightened self-interest, without attempting to lay the strong hands of the law upon these companies to force them into undesired unions which would lead only to unhappiness and unrest.

Wise Administration Needed

We are governed too much; we have too many laws; we are entirely too prone to look to legislation to remedy all our troubles. I doubt if there is any use in tinkering with the Transportation Act. What it needs is a fair trial under wise administration. As a general thing I would rather have a poor law with wise and fearless persons to administer it than a good law with weak persons in charge of its administration.

Nor does it seem to me that anything is to be gained by an agitation for a general reduction in rates. The very intelligent chairman of the Interstate Commerce Commission, one of the ablest students of the problem in the United States, has recently said, in a public address, that it is useless to talk about reducing rates as a whole until expenses are reduced. Stated in the simplest possible form the question is: "How may the railroads bring their expenses within their revenues?"

It must be done by paying less for their labor and for their materials. Those who are selling labor and those who are selling materials to the railroads must come to understand this. Turning the railroads over to the government will do no good. One of



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two things will certainly happen then—either the federal government, unembarrassed and unhindered by laws, will reduce the wages, or the deficit will be made up out of the taxes from a people already staggering under a load of taxation which is the heritage of the war. If there is a general revival of industry so that the tremendous number of freight cars now standing idle will begin to earn money for their owners, this will be helpful in solving the problem, but the fundamental thing to remember is that we cannot go on maintaining our expenses upon a basis fixed in the period of the high cost of living, and expect the railroads to survive in the presence of the termination of the American people no longer to pay abnormal prices for that which they have to buy.

A Question for the People

The problem is not to be solved by legislation nor by litigation, nor indeed by legislative investigations, helpful as they may be. The question is one for the people of the United States in the exercise of sound common sense and according to principles of natural justice. Certain it is that if we are to exist as a nation we must not only maintain but must expand our transportation facilities.

The railroad problem is the problem of every citizen. It is the problem of democracy against that atrocious form of autocracy which is called communism, or proletarianism, or bolshevism, according to our choice of terms. It is for the American people to decide this question, for back of all laws and the edict of despots, whether they be captains of industry or leaders of labor, is the sentiment of the great body of American people. To that sentiment we appeal, and to the sober judgment of the thinking persons of the nation we submit our cause.



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Roll of Honor

Below is a list of employees who were retired at meeting of the Board of Pensions held March 22:

Name	Occupation	Years of Service	Date of Retirement
James H. Quinlan	Engineman, Chicago Terminal.....	24	10/31/20
Julia Cuming (Miss)	Telegraph Operator, Summit, Miss.	34	11/30/20
August Carlson	Section Laborer, Manson, Iowa.....	18	12/31/20
Swan L. Sullivan	Section Laborer, Paxton, Ill.....	21	12/31/20
Patrick J. Donovan	Section Foreman, Watson, Ill.....	41	1/31/21
Ewing Morgan	Carpenter Frmn., Memphis, Tenn.	23	3/31/21
William H. Sherman	Foreman (B&B) St. Louis Div.....	28	3/31/21
Anton Pickel	Laborer, E. St. Louis Storehouse	27	3/31/21
Abe Malone (Col.)	Engine Cleaner, Jackson, Tenn.....	18	3/31/21

The following deaths of pensioners were reported at same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
Samuel Carson	Crossing Flagman, Illinois Div.	2/10/21	4 years
James Farmer	Checker, U. S. Yards, Chicago		
	Term.	2/28/21	3 years

Below is a list of employees who were retired at a meeting of the Board of Pensions on April 28:

Name	Occupation	Years of Service.	Date of Retirement
Stephen Cusack	Caller, Chicago Terminal.....	26	12/31/20
Silas N. Barr	Machinist Helper, Centralia, Ill.....	31	12/31/20
Fred Schwarz	Section Laborer, Buckley, Ill.....	27	1/31/21
Joe Stewart	Section Laborer, Horse Branch, Ky.	20	1/31/21
August Ogren	Signal Helper, Chicago Terminal....	34	2/28/21
Wyatt Gordon (Col.)	Stationary Fireman, McComb, Miss.	30	4/30/21
Frank Domezalski	Laborer, Fordham, Ill.....	22	4/30/21
William W. Ferris	Towerman, Champaign, Ill.....	24	4/30/21
James B. Good	Engineman, Jackson, Tenn.....	32	5/31/21

The following deaths of pensioners were reported at same meeting:

Name	Last Employment	Date of Death.	Term as Pensioner.
Albert G. Woods	Storehouse Porter, Mississippi Div.....	3/21/21	17 years
Lester L. Neeley	Agent, Iowa Division.....	3/12/21	5 years
John T. Householder	Carpenter, Kentucky Division.....	3/10/21	11 years
Dave Nelson (Col.)	Laborer, Kentucky Division.....	3/18/21	1 year
Alfred W. Tilley	Car Inspector, Springfield Division.....	3/22/21	1 year
Edward A. Baldwin	Engineman, New Orleans Terminal....	3/13/21	4 years
John Nord	Section Laborer, Iowa Division.....	3/27/21	10 years
Samuel North	Dist. Pass. Agent, Traffic Dept.....	4/ 7/21	1 year
Frederick W. Harlow	Div'n. Pass Agent, Traffic Dept.....	4/10/21	1 year
James J. Roberts	Clerk, Accounting Department.....	4/15/21	9 years
William Smith	Engineman, Wisconsin Division.....	4/19/21	7 years

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Robert A. Trovillian

Introducing Robert A. Trovillian, newly appointed assistant general freight agent of the northern and western lines of the Illinois Central System, with headquarters at Chicago. Mr. Trovillian, who succeeds H. G. Powell, recently appointed traffic manager of the Illinois Terminal Railroad at Alton, Ill., was born at Golconda, Ill., August 26, 1887. He is an Illinois Central product from the word "go," as he began work on December 10, 1906, as stenographer in the office of the assistant general freight agent at St. Louis. That was before he became of age, and he has been with the Illinois Central ever since, with the exception of a year in the service of Uncle Sam during the war. After holding various positions in the office at St. Louis, Mr. Trovillian was transferred to Chicago, February 16, 1916, as assistant chief clerk in the general freight office; March 11, 1917, he was made chief clerk; January 16, 1918, he enlisted in the army; January 1, 1919, he returned to his work as chief clerk; May 19, 1921, he was appointed to his present position.

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Saves Coal, Urges New Fuel Committee, in Effort to Check Waste

Points Out Methods by Which Our Annual Expenditure of \$15,000,000 Can Be Reduced

By J. F. PORTERFIELD

General Superintendent of Transportation

WE are setting about on the Illinois Central System to effect a saving of at least half a million dollars a year in coal consumed by our locomotives. Our present locomotive fuel costs are running at more than \$15,000,000 annually. Coal is the second largest item of expense in the cost of producing transportation, being exceeded only by wages.

In order to accomplish this saving we must have the co-operation of every person on the railroad concerned in the handling and consumption of coal, from the time the coal leaves the mines until it is consumed in the handling of freight and passengers. If we have this whole-hearted co-operation of every officer and employe, we shall win. If we do not, our effort will be only partly successful.

Vice-President L. W. Baldwin on April 26 appointed the following officers to be members of the general fuel conservation committee: J. F. Porterfield, general superintendent of transportation, chairman; R. W. Bell, general superintendent of motive power; A. F. Blaess, engineer, maintenance of way; W. A. Summerhays, purchasing agent; J. F. Dartt, auditor of disbursements, and J. W. Dodge, transportation inspector.

This committee will undertake to prescribe plans and practices to further economies in fuel consumption—distribution with a minimum amount of transportation, purchases; storage and handling costs, mechanical and otherwise. To secure maximum economies, however, the committee must depend largely upon suggestions and criticism received from division fuel conservation committees, officers and employes. Their co-operation and assist-



Superintendent J. F. Porterfield

ance are earnestly solicited.

The divisional committees will include division superintendents as chairmen, master mechanics, traveling engineers, trainmasters, chief train dispatchers, roadmasters, road supervisors, train dispatchers, enginemen, firemen, conductors and such other employes as may be selected as necessary or helpful. Their meetings will be held bi-monthly or more frequently as conditions may warrant. Officers and employes are requested to give these divisional committees every possible assistance in the way of suggestions and criticism.

Since Transportation Inspector J. W. Dodge

and Traveling Engineer O. Lindrew were placed in charge of the educational branch of this work, there has been a substantial saving in the fuel consumption per unit of service. Notwithstanding these gratifying results, the general fuel conservation committee at its preliminary meeting sees the possibility of further economies, which, we believe, should reach half a million dollars a year.

By co-operation, education and persistent effort, we have succeeded in maintaining an on-time passenger train service. We can accomplish the same results in getting 100 per cent efficiency out of the more than \$15,000,000 which we spend annually for fuel.

To assist in reducing the fuel cost per unit of service, the purchasing and transportation departments will undertake, so far as possible, to supply coal uniform as to quality and preparation so the engines may be drafted, maintained, operated and fired to obtain maximum service from a minimum amount of fuel.

Education and co-operation are necessary to establish proper and economical methods of operation and firing. Careful attention should be paid to instructions and suggestions given at educational meetings by Inspectors Dodge and Lindrew, as well as those from master mechanics, traveling engineers and others experienced in this work.

I shall not attempt to detail the many avoidable practices which result in wasteful fuel con-

sumption further than to call attention to the following, which can be greatly minimized: Unnecessarily high speed; unnecessary stops, including those for 31 orders; hot-boxes; improper classification and forwarding of short loads and empties, etc.; unnecessary slow orders, and failure to observe instructions covering the proper classification of freight trains, thereby creating unnecessary switching at terminals and on the road.

Further saving can be effected by furnishing power plants and pumping stations with screenings. This grade of coal can be purchased from outside mines at a reduced cost, and where the supply is obtained from our own mines the use of screenings by these stationary plants will give us a better grade of coal for hand-fired engines.

In the cost of handling fuel, economies can be effected by the following practices:

Loading the proper kind of cars, as outlined in distribution instructions, to avoid shovel unloading.

Storing a small supply to avoid delay to cars at stations where coal is handled by locomotive crane.

Storing winter supplies of station and office fuel during the summer when cars are plentiful and transportation costs are minimum.

It is scarcely necessary for me to add that, by helping to save coal, every employe is safeguarding his own paycheck.

Council Bluffs Employes Lend a Hand

The Omaha (Neb.) *Daily Bee* recently had the following note about Illinois Central roundhouse employes at Council Bluffs, Iowa:

"A destitute family which had trudged all the way to Council Bluffs from a little town in Missouri, 100 miles south, with the expectation of continuing on foot to Danbury, Iowa, northeast of Sioux City, is now nearing its destination by train, thanks to the kindness of shopmen at the Illinois Central roundhouse in the Bluffs.

"Footsore, hungry and penniless, a husband and wife with three small children, the eldest a boy of nine, reached Council Bluffs Saturday night. All of their earthly possessions were contained in three grips, two of which the father carried, while the eldest boy lugged the other. The family was on its way to the home of relatives in Danbury.

"The weary little group stopped to rest near the Illinois Central roundhouse. Shopmen became interested when the family seemed to be preparing to camp there for the night.

"Inquiry disclosed that the wayfarers were not only without the means of procuring shelter, but were hungry. James Oliver, mechanical foreman of the roundhouse, learned their story.

"Soon a big pot of coffee had been prepared and every man who had brought luncheon had given up a part of it. The little family had a real feast.

"The shopmen were so moved by the destitute condition of the family that enough money was raised among them for railroad tickets to Danbury and to provide a surplus of \$7 for emergencies."

How a "Go-Getter" Won the Business That Was Going the Other Way

The Story of Bill Williams and Johnson Jones and a Knowledge of Motor Cars

Some of the best lessons in business methods are not to be found in textbooks; they are in the every-day experiences of successful men.

We recently asked the freight agent at one of our southern line stations for a contribution for the magazine, and he came back with a story of his experiences which constitutes one of the best lessons we have read on salesmanship. With all of us engaged in the work of securing more business for the Illinois Central System, his story is extremely timely, and we recommend it for your reading.

The author has asked us not to use his name or the names of the two men who figure in the story, and we have complied with his request, for reasons which the reader will understand.

A VACANCY had occurred at one of our larger southern line stations, and the Illinois Central management decided to appoint Bill Williams to fill the place.

The station was situated in a rich territory, and competition was unusually keen. The outgoing agent had won promotion on his reputation for securing business, and Bill was given to understand that he must hustle to maintain, even approximately, the high standard set by his predecessor.

Up Against a Stiff Proposition

Bill immediately got busy, and to his surprise soon found that Johnson Jones, the biggest wholesaler in town, was unfriendly to the Illinois Central, and that he was systematically routing his freight via a competing line. Bill discovered further that he was up against an unusually tough proposition. Mr. Jones was a man of strong prejudices and was nursing a grudge of long standing. To make matters more difficult, Bill found that the service of his competitor was entirely satisfactory. Bill knew the management had hesitated before deciding to appoint

him; he had been in another branch of the service for a number of years, and it was feared that he might not be able to hold his own with his competitor whose prowess in securing business was only too well known.

Bill began to think and to plan. He must win the wholesaler and secure his business for the Illinois Central.

Met a Frost Every Time

Weeks passed, and little or no progress was made. Bill made frequent visits to Mr. Jones, offered the best possible service, yet he was met always with an atmosphere of coolness which was extremely discouraging.

But Bill would not let himself be downhearted. He knew there was some way to reach that wholesaler and to get his business. He studied the man and found that Mr. Jones had two hobbies, one of which was automobiles of a certain make, for which he was the distributor. Bill began to feel better. He felt now that he had in his hands the key to the problem, if he could only use it properly. The question was: "How could he use it to best advantage?"

Bill decided that he must know that automobile. He set about to learn it. He memorized its specifications; he studied its every part; he frequented the garage where adjustments and repairs were made and talked with the mechanics, who explained its machinery and told tales of its sturdiness and splendid performance. Bill learned, and after a short time he knew that automobile.

Snatched the Opportunity

Then the opportunity came quickly. He was passing the wholesaler's place and found him busy unloading an automobile which had moved in via the rival railroad. The wholesaler was proud of the machine and was willing to discuss it with anyone, and especially with a man who seemed to understand it and to appreciate its numerous points of superiority over rival makes. Soon Bill and he were engaged in an ani-

mated conversation in regard to its various parts, each of which helped to make it the superior machine that it really was. Mr. Jones invited Bill to accompany him on the initial tryout of the car, and Bill was able to assist in making some minor adjustments which were needed to make it run smoothly. When the trial trip was ended Bill was asked to be present when the next carload of automobiles came in, for Mr. Jones wanted him to see the improvement which would be made in the ignition system of the new model. The old one was a crackerjack, but the new model would be some car!

In due time the next carload arrived and—it came in via Bill's railroad! With it came the beginning of a lasting friendship which grew as the days passed by and which finally resulted in the Illinois Central's enjoying almost, if not quite, 100 per cent of the competitive business of the great firm of which Mr. Jones was the head.

And Bill? Bill had won a friend and had made good! Next to making a friend, what is better than the satisfaction of having made good?

Bill's predecessor had used his feet only, while Bill used both feet and brains. Service means feet; salemanship means brains. Use both and you will be invincible.

AN ECHO OF THE WAR

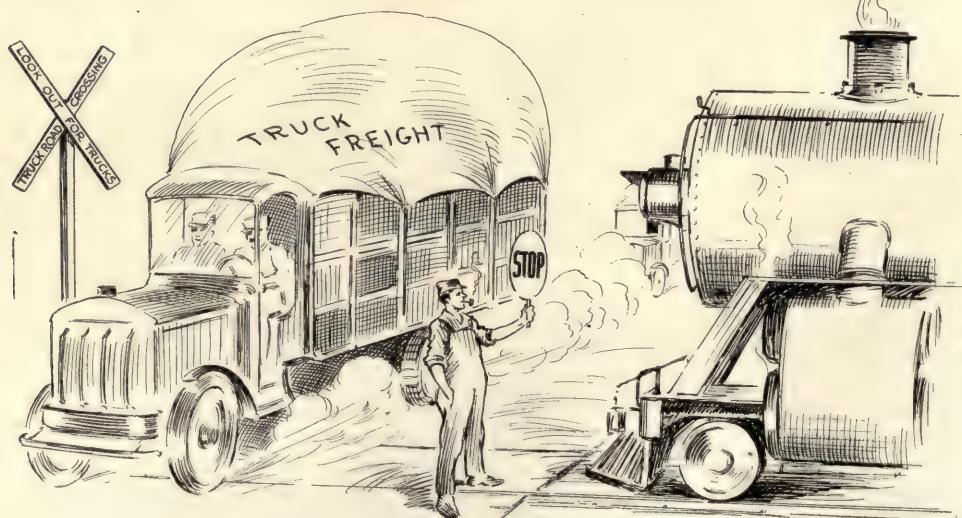
The body of Sergeant John McCarthy, son of Conductor C. H. McCarthy, who died at Toul, France, while in service overseas, was brought to Dubuque, Iowa, on Train No. 11, Thursday, May 26. The funeral was held from St. Columkill's Church Saturday morning, May 28. Before going to war, Mr. McCarthy was an accountant in the superintendent's office on the Iowa division.

The Crossings of the Future

Is it coming to this?

Warning to locomotive engineers:

"STOP, LOOK and LISTEN! Look out for the trucks!"



What I See Ahead: A Future That Holds Little for the Alarmist

Much of the Clamor Now Being Raised Is by the Usual Prophets of Disaster

By C. A. TWEEDY,
General Chairman, B. of L. F. & E.,
Illinois Central Lines

THERE has probably never been a time when the average man was more intensely interested in what the future might hold in store for him than he is right now. There has never been a time when he felt that there were so many things, or combinations of things, any of which might come to pass. It seems the easiest thing possible for most of us to conclude that the thing which would be most calamitous for us as individuals will be the identical disaster inflicted upon us as a nation, and there is nothing either new or alarming in such an idea.

For so long as we have had a civilization, we have contended with the element which felt that the limit had been reached, and that further effort would be useless. Columbus encountered it. There was mutiny among the colonists. In the Revolution, this class was sure that we could not establish our independence. Later, they were equally sure that a government such as was proposed could not endure.

Dissatisfaction Not a New Thing

It seems strange, indeed, that a perversity so apparent should perpetuate itself. It appears to be inherent, and certainly it is to be reckoned with. A variation of it is found in the fact that a farmer seldom admits that he is getting a fair price for his produce. Business men are equally loath to admit that profits are what they should be. Both employer and employe are apt to feel that they are being cheated. Old men bewail the passing of "the good old days," and executives have been heard to mourn that the rising generation had no material which could be developed sufficiently to take their places. In short, it appears to be the natural conclusion of a great number of men that things are not as they should be, and that they are getting worse instead of better, particularly at this time.



C. A. Tweedy

In justice to those people, it must be conceded that many grave problems confront the country in this period of readjustment. A man prominent in industrial circles recently expressed the opinion that the country is on the very verge of an industrial breakdown, and he isn't alone in that opinion. He is one of a group which feels that the purposes of the employer and employe are so wholly at variance that it will be impossible for them to reconcile their differences.

A Statement of Two Platforms

Briefly, it appears that the employers regard concessions made to the workers during the war as sacrifices to expediency. Consequently, nothing like normal conditions can be restored until those concessions are withdrawn.

They regard this as being of sufficient importance to warrant the employment of any lawful means to bring about the desired result. They charge the workers with holding up the progress of the country by refusing to accept a revision of their wage schedules, as an inevitable step in the nation's readjustment.

The employe group contends that not one demand was submitted during the entire war period that was not fully justified, and its concession warranted. Consequently, whatever other change may be instituted to restore pre-war conditions, nothing must be considered which will even indirectly affect any concession secured by them at any time.

A New Kind of "Strike"

They further contend that the action of the employers in reducing their working forces, postponing work until labor becomes cheaper, is a "strike," in the same sense, with the same effect, as if the employes for any reason had seen fit to leave the service. They charge that it has slowed production, maintained high levels of prices in general, and so retarded a normal readjustment. Finally, they contend that a reduction in pay would result only in a reduction of the buying or consuming power of the people, and that, consequently, a readjustment in that direction would be of no benefit in any sense—would actually be prejudicial to the interests of a vast number of people.

During the war it was necessary to stimulate production in certain lines of industry, and conditions were created which were distinctly favorable to those industries. Now that the war is over, each industry so favored is clamoring for the perpetuation of such protection or favor, insisting that the welfare of the nation depends on the success of its particular line. A glance at some of the recently proposed legislation will verify this.

Bring in a Man From Mars

It is not the purpose of this article either to justify or condemn any faction mentioned. We are going to guess, however, that if a man from Mars might be set down among us—wholly disinterested and impartial—he might find some merit in the claims of each group. It is also possible that he might find contentions which would appeal to his sense of humor, and it isn't difficult to imagine him asking whether some of us were not taking

ourselves a bit more seriously than the facts in the case warranted.

The Same Old Fears Again

It is the purpose of this article to undertake to demonstrate that, while important problems confront us, much of the clamor is being made by the element which never concedes the possibility of any undertaking until it is an accomplished fact. The descendants of the people who prophesied that a government such as ours could not exist are today telling us that we shall not be able to effect a readjustment of our affairs, and the bogey of bol-

Advertising Pays

In a city which the Illinois Central serves there is a large railroad Y. M. C. A., where conductors of many roads meet and visit. Among them is a veteran of many years of train service, white haired and well along in years, but with a young eye and a pleasant personality, which makes him a friend to all. In any discussion he always has a logical view and is able to analyze a question so well that his remarks are always well received.

A short time ago I met him at dinner and he said, as he produced a copy of a daily paper:

"I was just waiting for some of you Illinois Central boys to come in. Have you seen Mr. Markham's advertisement regarding the Illinois Central's showing of on-time trains? I think it is wonderful, when you stop to think of the organization necessary to make such a showing, the condition of the power, cars, track, and the human element all the way up and down the line. You certainly have a wonderful organization, and you can well be proud of it, and I believe you all are, for I have never heard an Illinois Central man make a disloyal remark about his railroad."

These remarks, coming from a man of this kind, naturally were very gratifying to me, and I believe will be to all members of the Illinois Central organization.

He also said:

"If I were a passenger agent of your road I would want nothing better to lay before a prospective passenger. I would say, 'These are facts, not press agent stuff.' Do you want anything better?"—C. H. DRAPER, *Conductor, Chicago.*

shevism is as real to them as was the witch to Tam o' Shanter.

The employer who has indulged himself in dreams that the post-war situation will afford him an opportunity at one stroke to undo all that has been done by labor organizations is an unusual type, and is doomed to sad disappointment. The man across the table from him who may have dreamed of the day when he and his associates would by their industrial organization dominate the country is equally rare, and doomed to the same disappointment.

No One Class Can Dominate

Again submitting the question to the man from Mars, we fancy he might tell us it was infinitely better for each of them to be disappointed. No one class will ever be permitted to dominate any field of endeavor in this country. A question in one of the older textbooks on natural philosophy was: "What would be the result if an irresistible force came in contact with an immovable body?" That question, considered from the standpoint of employer and employe, affords opportunity for interesting speculation.

The definite answer to the readjustment problem? We can't state it in concrete terms. There are these things, however, that we know: Those people who always have seen disaster and destruction just in the offing will continue to see it. The men who live in the past will continue to mourn the good old days, blissfully unmindful of the fact that in a few years they will be referring to this time as a part of the "good old days." It is quite logical for them to feel so, because they are looking back, and no man can tell anything of the road ahead while looking back. Fortunately, those composing this element are in so great a minority that they demand no attention, save to note that they are not a factor in the problem of readjustment.

Hard to Fix a Day's Pay

There is this to be said in the matter of wage readjustments: No man has ever been able to set up a sum of money and say with any authority, "This is the proper amount of pay for a day's work," and prove that one cent more or less would be incorrect. The best we have been able to do is to fix on a compromise figure, which is a composite of various elements. It will not be possible to change this method, so we shall have with us

the employer who feels that he is getting too little for his money, and the employe who is equally sure that he is getting too little for his work.

Generally, employers and employes have adjusted their differences and maintained their contractual relations on compromises of some form or other. There is nothing in the present situation to indicate that a change would be beneficial or desirable. There is nothing today that warrants serious apprehension of the probability that the irresistible force will meet the immovable body.

Following each war in which this country has been involved, there has been the period of readjustment, and in each instance it has been successfully negotiated. There is not one element in the present situation that has not existed, in some degree, in previous readjustments. If it be true that certain principles prominent now were almost wholly absent then, it is also true that their most important problems may not be factors in the present situation. Considered as a whole, they will just about balance.

A Better Result Possible

Another factor in the present situation is that our people today are a better, higher type than ever before. It wouldn't be difficult to find men to deny that statement, but to deny it means that we have failed as a nation to make progress. A highly developed people resents an injustice much more quickly, and is more insistent on a "square deal" for everyone than a people less highly developed. It is as reasonable to accept this idea as to say that the thorough-bred horse is more sensitive and more responsive than the plow-horse. This is surely a factor that will influence our readjustment.

Briefly, the people, regardless of class or affiliation, who are now "viewing with alarm" have not established a case. If "like causes produce like effects," the forces which have carried us through like situations in the past will again produce "like results," and perhaps better, by reason of the improved personnel of our country.

Those expecting a crisis at a given hour with red fire and spectacular demonstrations will be sorely disappointed. Governmental matters will be adjusted on a compromise

basis. Labor questions will be disposed of in the same manner, and we know in advance that no one element will be completely satisfied. They never have been, and no reasonable man expects that ever they will be. Talking in platitudes? Bless your life, yes. Ninetenths of your life is made up of platitudes. Why not talk of them?

And when the dust finally settles, when normalcy returns, we shall realize that we owe no thanks to the men who "viewed with alarm," to those who kept us awake nights proving that we were headed straight for bolshevism, or to those who shrieked to high heaven that the universe could no longer endure unless their little problem was solved to their entire satisfaction.

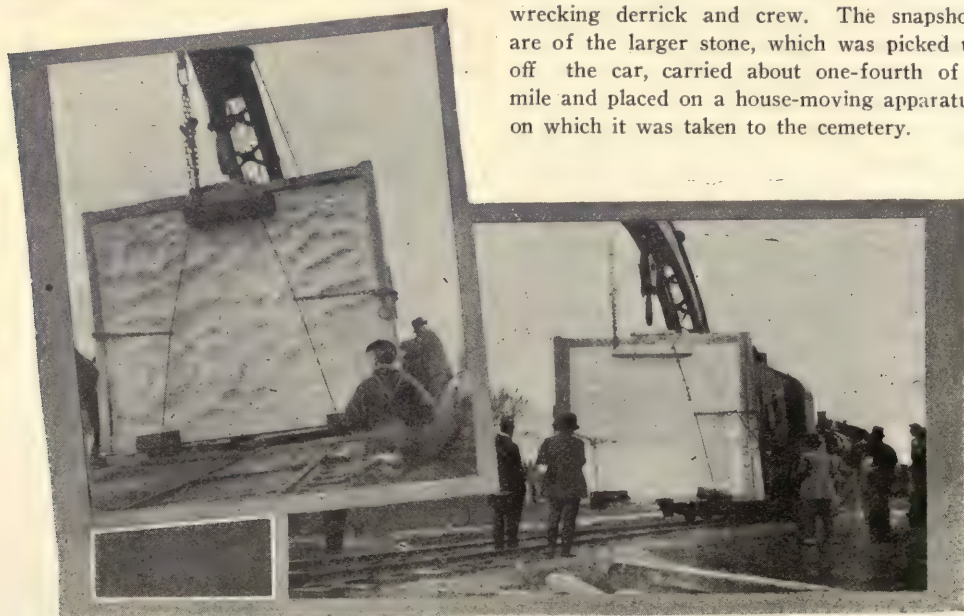
Instead, the credit for whatever may be accomplished will go to those people who day by day went quietly about their allotted tasks, doing the thing immediately in front of them to the very best of their ability, calm in their belief that there were more good men in the country than ever before and serene in the conviction that those men would so act as to bring about the best possible conditions for the greatest number of people.

Picturing the millenium? Not at all. I have only pointed out to you that our progress as a nation has been due to the existence of certain forces, that those forces are still in existence as factors in our development. They will carry us through the period of readjustment.

A Man's Size Job in Handling Freight

The accompanying photographs, taken at Lincoln, Ill., recently by J. R. Mann, claim agent at Clinton, Ill., show the Illinois Central derrick from Clinton handling a commercial shipment of granite. This granite was for a monument in memory of a wealthy man who died recently after amassing a considerable

fortune in land in Logan County. Two shipments, consisting of two large pieces of granite, weighing 22 tons and 18 tons, were received on specially constructed cars. In order to unload these stones, which were partly polished and required great care in handling, it was necessary to obtain the Illinois Central wrecking derrick and crew. The snapshots are of the larger stone, which was picked up off the car, carried about one-fourth of a mile and placed on a house-moving apparatus, on which it was taken to the cemetery.



Illinois Central Derrick from Clinton to the Rescue

Promotions on Southern Lines Follow Departure of Superintendent

J. M. Walsh Succeeds V. V. Boatner, Who Becomes President of Another Road

V. V. BOATNER, superintendent of the Memphis division of the Yazoo & Mississippi Valley Railroad, was elected May 26 to the presidency of the Peoria & Pekin Union Railroad, effective June 1, on which date he took up his new duties, with headquarters at Peoria, Ill. He succeeds R. K. Pinkney, resigned.

Mr. Boatner's resignation from the Illinois Central service brought a number of changes to the road.

J. M. Walsh, superintendent of the Memphis Terminals, has been made superintendent of the Memphis division, succeeding Mr. Boatner.

Edward Bodamer, trainmaster of the Memphis Terminals, has been made superintendent of the Memphis Terminals, succeeding Mr. Walsh. Mr. Bodamer held the position of terminal superintendent during Mr. Walsh's absence in military service.

Joseph A. Zanone, assistant general yardmaster at Memphis, has been appointed trainmaster to succeed Mr. Bodamer. Mr. Zanone held the position of trainmaster during the war period.

The three promotions brought about by Mr. Boatner's resignation were effective June 1.

Twenty Years With Illinois Central

Mr. Boatner has been in railroad service twenty years, all of that time with the Illinois Central System. He was born at Bethlehem, Miss., May 6, 1881. He received his schooling in the elementary schools of Potts Camp, Miss., Mississippi College at Clinton and Bowling Green Business University, Bowling Green, Ky.

Mr. Boatner's first position with the Illinois Central System was as a station helper at Elizabeth, Miss., May, 1901. He was transferred to the trainmaster's office at Greenville, Miss., August 8, 1901, as timekeeper and stenographer. On March 1, 1902, he was transferred to Wilson, La.,



V. V. Boatner

where he was successively clerk in the trainmaster's office, copy operator, train dispatcher and chief dispatcher.

On April 1, 1907, he was appointed trainmaster, and he served in that capacity on the New Orleans, Vicksburg, Memphis and Indiana divisions of the system until July 15, 1916, when he was appointed superintendent of the New Orleans division at Vicksburg. He was made superintendent of the Memphis division August 1, 1917, holding that position until his election to the presidency of the Peoria & Pekin Union Railroad.

Has Extensive Railroad Career

Mr. Walsh has had an extensive railroad career, supplemented by two years' service in the army. He was born March 16, 1866,

at Des Moines, Iowa and had a high school education. He entered the Illinois Central service in 1884 as a fireman-switchman, continuing in that position two years, when he went with the Louisville & Nashville Railroad, serving as conductor, switchman, brakeman and yardmaster. In 1890 he was made a general yardmaster in the Mobile & Ohio Railroad service. The following year he became a trainmaster on the C. O. & S. W. Railroad.

In 1894 Mr. Walsh entered the Missouri Pacific service, first serving as a trainmaster and later as a superintendent. In 1901 he was made general superintendent of the Arkansas Southern, but in 1903 he returned to the Missouri Pacific, serving as terminal superintendent at St. Louis during the World's Fair. In 1908 he was made a terminal superintendent for the Frisco, and left that position in 1912 to become terminal superintendent for the Yazoo & Mississippi Valley at Memphis.

Two Years in the Army

Mr. Walsh was out of the civilian railroad service between May 6, 1917, and July 25, 1919, when he was in foreign service with the United States Army. He went overseas as a captain with the 13th Engineers and was appointed superintendent of the military railroad division which had its headquarters at Commeille-Nettancourt. He was later promoted to major and made general superintendent over a number of military railroad divisions with headquarters at Verdun.

Upon returning to the Illinois Central service, he again became terminal superintendent at Memphis, continuing there until appointed superintendent of the Memphis division to succeed Mr. Boatner.

With Illinois Central Since 1903

Mr. Bodamer, the new superintendent of the Memphis Terminals, has been in the railroad service since 1886, but his service with the Illinois Central System dates from 1903. He was born June 9, 1870, at Logan, Ohio, and received his schooling in the common schools.

Mr. Bodamer's first railroad employment was as a switchman for the Pennsylvania Railroad. In 1889 he entered the service of the Terminal Railroad Association as a switchman at St. Louis and in 1894 he

became a switchman for the Wiggins Ferry Railroad at St. Louis. He served as a conductor for the Frisco from 1899 to 1903.

Mr. Bodamer received his initiation into the Illinois Central service as a conductor in 1903, and continued in that position ten years. In 1913 he was made a trainmaster of the Illinois Central at Memphis. Five years later he was made a trainmaster on the Tennessee division of the Illinois Central and in 1918 was transferred as trainmaster to the Yazoo & Mississippi Valley. The same year he was appointed superintendent of the Memphis Terminals, relieving Mr. Walsh



J. M. Walsh

for military service. Upon Mr. Walsh's return in 1919 he served as trainmaster on the Memphis division and the Memphis Terminals, holding the latter position until his recent appointment.

New Trainmaster a Kentuckian

Mr. Zanone has been with the Illinois Central since 1899. He was born June 21, 1873, at Louisville, Ky., and was graduated in engineering from the University of Vir-

ginia. After serving in the city engineering department at Louisville, he entered the engineering department of the Louisville & Nashville Railroad. His first position with the Illinois Central was as an inspector in the car department at Memphis. In 1901 he was made a switchman at Memphis and from that position he rose in the service as assistant yardmaster, general yardmaster and trainmaster, holding the latter position

during the war, when Mr. Walsh was released for military service. Upon the latter's return he was made assistant general yardmaster, continuing in that position until his recent appointment.

Mr. Zanone's work as assistant general yardmaster has been taken over by L. Overpeck, who also has been an assistant general yardmaster. Mr. Overpeck will change from the night to the day shift.

New Yard Under Way at Clinton, Ill.

The construction of a new yard at Clinton, Ill., to have a capacity of 2,255 cars, has begun. Considerable activity is being displayed in pushing the work to an early completion, and it is anticipated that the new yard will be in full operation by October 1, or in sufficient time to care for the usual traffic increase of the fall months. Its cost is estimated at \$750,000.

The construction of the yard, which was recently authorized, was made necessary by increased traffic on the Springfield, Wisconsin and Illinois divisions.

The yard is to be located on the east side of the present main track, north of the station. The necessary waylands involved the purchase of a strip of ground approximately 700 feet wide and 2 miles in length, containing about 128 acres, the price of which is included in the estimated cost.

The contract for the grading work was awarded to P. E. Shugart & Blythe Brothers of Nevada, Iowa, who are using three elevating graders with wagons, and about 75 teams. The concrete work for the culverts and scale pits is being done by the Bates & Rogers Construction Company of Chicago.

The plan of tracks consists of a southbound yard, known as the west unit, providing for 10 tracks of a capacity ranging from 88 to 100 cars, or a total of 940 cars, and a northbound yard, known as the east unit, providing for 14 tracks of a capacity ranging from 78 to 95 cars, or a total of 1,200 cars. The north end of the east unit and the south end of the west unit will be constructed with switches alternating for double switching operation.

Track scales will be installed north of the east unit and south of the west unit, and

sufficient thoroughfare tracks are to be constructed to afford double track operation for trains arriving and departing, in order to avoid unnecessary delay.

Repair tracks, to accommodate about 115 cars, on which light repairs may be necessary, will be located midway between the east and west units.

The yard also will be equipped with additional water facilities, including a new tank, with penstocks located at convenient points in the yard for furnishing water to locomotives. Pipe lines will connect these facilities with the city water supply. Water pipe lines will be extended to furnish water for the yardmaster's office and fire protection for disabled cars which may be placed on the repair tracks.

The plan also provides for the construction of a compressor house and air testing plant, which will be electrically operated from power obtained from the Illinois Traction Company.



How the "Y" Came Back at Waterloo

OUT on the western lines of the Illinois Central, where the Minnesota and the Iowa divisions join hands, on the second floor over the company's shops are several insignificant rooms, with a few beds, some lockers, washstands and baths, which are called a Y. M. C. A. Very little will be said about the "Y" at Waterloo prior to February this year. Suffice it to say that from that date, somehow or somehow, this "Y" plant began to put forth new roots, and new blood began to flow through its veins. New furniture was added, a branch library was installed, the crack of a ball and the click of a cue began to be heard once again, and many a tired footstep was heard on the stairs as the smoke-covered and grease-besmeared worker made his way back to the washrooms. A wrestling mat, a punching bag, boxing gloves and various other kinds of paraphernalia assembled themselves into what might be called a gym.

Steam was coming up in this old "Y" organization, but the bunkers were mighty low with fuel. The best the committee of management could possibly do was to scrape together 208 names on the membership list.

So continental membership week rolled around, and a campaign committee was brought together, with J. P. Harris, air-brake inspector, as chairman, and fifteen captains. With much doubt and many misgivings the goal was set at 200 new members. Full instructions were given at the opening supper, Monday, April 25, that Waterloo must have 200 new members or the work could not progress as had been planned. The second gathering of the captains was at a dinner on Thursday of that week, and the campaign closed with a supper May 2, when the grand total of 313 new members was reported—a record unsurpassed by any other "Y" on the system serving strictly Illinois Central employes.

Credit for the success of the campaign is given to the men whose pictures are here shown. Harry G. Brown, trainmaster, was the champion "go and get them" captain of the soliciting teams. He obtained 176 new members. Mr. Brown and H. O. Dahl went on an inspection trip during the week, and every man on the train was a "Y" member before they got out of the yards. On the return trip every station agent between Waterloo and

Albert Lea took out a membership ticket in the Waterloo Railroad Y. M. C. A. H. S. Taylor, by his close co-operation and untiring use of the wires, added many members who probably never knew that Waterloo had a "Y."

Chairman Harris received numerous congratulations from railroad officials as well as from Y. M. C. A. quarters. At the closing supper it was fully decided that, to take adequate care of the greatly increased membership, numerous repairs and additions must be made to the present quarters. The workers then resolved that the present group be kept together as a Boosters' Club, with the idea of promoting plans for greater activities of their "Y," which they hope will materialize into a new and up-to-date railroad Y. M. C. A. building. Roy A. Graham is the executive secretary of the Illinois Central Branch of the Waterloo Young Men's Christian Association.

To explain the accompanying pictures, Mr. Brown is trainmaster of the Minnesota division; Mr. Pennington, machinist foreman; T. J. Winninger, machine shop foreman; Mr. Taylor, chief clerk to the general superintendent of the western lines; Mr. Harris, air-brake inspector; Mr. Mulvaney, chief stationary engineer; Mr. Dahl, yardmaster; Joe Winninger, machinist; Mr. Graham, executive secretary, Y. M. C. A.; Mr. Robbins, shipping clerk; Mr. Robinson, foreman, paint shop; Mr. Barnes, accountant; Mr. Crowell, apprentice instructor.

A FAITHFUL PORTER GONE

The Illinois Central lost one of those old-time negroes, a good man and thoroughly honest, the crystalization of simple, unaffected courtesy, when Henry Estes, for 26 years a porter in the office of Master Mechanic L. Grimes at Jackson, Tenn., died at his home there on April 11. The funeral service was held in the Liberty Methodist Church (negro), conducted by the bishop and two ministers, and many of Henry's white friends were among those who crowded the church. The numerous floral offerings testified to the regard in which Henry was held. He knew every Illinois Central employe in that part of the country. Master Mechanic Grimes, who spoke at the funeral, praised Henry's devotion to the company he had served so long and so well.



H.E. Crowell



H.S. Taylor



J.P. Harris



R.A. Barnes



Wm. Mulvaney



Wm. Robinson



H.G. Brown



H.O. Dahl



James Pennington



T.J. Winninger



A.G. Robbins



R.A. Graham



Joe Winninger

The Railroad Situation Today Explained by President C. H. Markham

Basic Scale of Freight Rates Has Nothing to Do With the Business Depression, He Says

THE basic scale of freight rates has had nothing to do with the business depression, C. H. Markham, president of the Illinois Central System, told citizens of Decatur, Ill., in an address, May 31, before the City Club of Decatur.

"If you could reduce tomorrow the basic freight rates of this country 25 per cent, it wouldn't have the slightest influence upon the movement of traffic," he said.

Mr. Markham's subject was "The Railroad Situation Today." He and Vice-President Bowes were guests of the City Club at a dinner served in the Y. M. C. A. Annex the evening of May 31. About 400 men and women were present. M. C. Nelson, president of the City Club, served as toastmaster. Vice-President Bowes was introduced and spoke a few words, followed by Mr. Markham, whose address was informal.

The Illinois Central's president reviewed the railway history of the last two decades briefly, dwelling especially upon the changed relationship between managements and employes brought about by the "national agreements" as they were passed upon the railroads by federal administration.

About the Illinois Central Family

"The railroads of the country actually came into the possession of their owners again September 1," Mr. Markham said. "Since that time there have been some decided changes. Speaking particularly for the Illinois Central System, I take pleasure in testifying to the fact that we have got by this time far away from the old conditions of which I have been telling you, and today there exists between the management of the Illinois Central System and its employes an understanding as good as, if not better than, ever before existed in the history of the road. There is no more loyal set of people in the world than railway employes. This loyalty was destroyed for a period, but it is

coming back. It has come back on the Illinois Central, and I expect it to remain—certainly as long as I have anything to do with the property."

Mr. Markham told his hearers that the Transportation Act, given reasonable time and opportunity to work itself out, will solve the railroad problem.

"But if it is to be solved," Mr. Markham said, "it must be because of the bringing about of a perfect understanding on the part of the shippers of this country as to the needs of the great transportation systems.

Aims of the Transportation Act

"Briefly, the Transportation Act instructs the Interstate Commerce Commission to fix rates on a basis that will yield $5\frac{1}{2}$ or 6 per cent upon the value of the railroads as found by the commission. Many people are under a misapprehension as to just what this means; they think it refers to stock, but it doesn't do anything of the kind. It refers to a return on the value of the roads, divided into certain territorial groups, as determined by the commission.

"The commission found the value to be about \$18,900,000,000. The theory of the commission was that the rates prescribed last August would yield a return sufficient to provide this 6 per cent return on \$18,900,000,000. But instead of getting the 6 per cent the commission intended we should get, we fell upon evil days. Business began to drop off, and, for the four months of September to December, the returns were far below that—somewhere near 2 per cent.

"The European situation changed. Our exports began to drop off, and, seemingly all at about the same time, everyone who was buying anything throughout the whole length and breadth of this country decided to stop. Naturally, railroad earnings began to fall off, and a great many people are now discussing very seriously the question as to

what effect the increase in rates granted by the commission has had and is having upon the business depression.

Not Affected by the Rates

"My own opinion is, and it is based on a considerable inquiry into conditions in the territory served by the Illinois Central lines, that, up to the present time, there isn't a single commodity the movement of which by railroad has been materially affected by this increase in rates. I don't mean to say by that that all the rates are what they ought to be. I don't mean to say that some rates are perhaps not too high. As a natural outcome of the method pursued by the commission in making a blanket increase, certain inequalities and more or less of them in rates as between different sections and perhaps as between different commodities were brought about. I do say that so far as the basic rates are concerned, up to the present time they haven't had the slightest thing to do with the business depression. If you could, out of hand, tomorrow, reduce the basic freight rates of this country 25 per cent it wouldn't have the slightest influence upon the movement of traffic.

"The wholesale price of lumber has been substantially reduced, compared with a year ago, yet no one pretends to say that if lumber rates were reduced 25 per cent any one would buy more lumber than he is buying now.

"The people won't make up their minds that the time has come for them to begin buying. They are going to some day. We are not going to continue this business depression much longer.

Safe With the Commission

"There is a great deal of propaganda going on all over the country, encouraging an attack on basic rates, and an effort is being made in some quarters to stampede the Interstate Commerce Commission into making reductions in rates out of hand. I have no means superior to yours of knowing what the commission's policy is in this regard, other than gained by the public expressions of the chairman of the commission. I am satisfied, however, from what he has said, that the commission is not going to permit itself to be stampeded into taking action which would be contrary to the spirit of the Transportation Act of 1920, as well as the

direct instructions embodied in that act and addressed to the commission, and which would do more harm than it could possibly do good.

"The commission is addressing itself to the matter of encouraging the railroads, through their traffic departments, to take up from time to time and carry forward to a conclusion the adjustment of rates that were brought out of line by reason of increases granted by the commission last year. That is going on in an orderly way and will, I am sure, be carried to a successful conclusion.

No Time to Hamper the Railroads

"No worse harm could come to the business interests of this country than for the people to insist on a policy which would result in putting the railroads in a position that, when there is a revival of business, they would not be able to provide the transportation necessary to take care of it. I am sure that with the experience you have had during the last three or four years you have all been brought to realize as you have never realized before the importance of at all times being provided with the quantity and quality of transportation that is needed to ever take care of the constantly increasing business of this country.

"Another factor in connection with rates is worth noting. Ocean shippers can practically name their own rates. There is no Interstate Commerce Commission standing in the way of reduced rates there, and yet the harbors of the world are crowded with idle ships awaiting tonnage. There is no difference between the question of transportation by water and the question of transportation by rail. The ships are idle simply because business isn't moving, and the rates haven't anything to do with it."

Discussing the employment of inland waterways in the handling of commerce, Mr. Markham urged the adoption of a general plan of action and the elimination of wasteful expenditures. In conclusion, he said:

"Speaking personally, I am trying to handle the affairs of the Illinois Central just as every merchant within the sound of my voice is trying to handle his business. It is the policy of the management of the Illinois Central to try to satisfy its customers. It is the policy of the management of the road to provide the kind of working conditions

that make for happy employment. It has been my observation and experience that, when you have happy, satisfied employes, you have the kind of employes who produce the proper sort of contact with the patrons of the road. We have a fairly good railroad. It is fairly well equipped. But, beyond all of that, I believe we have today the happiest,

most contented, best satisfied lot of employes of any railroad in the country. I speak of that because it has a direct bearing upon the question of relationship with the public, because, as I said before, when employes are happy in their employment they are happy in their contact with the patrons of the railroad."

Served Illinois Central Almost 50 Years



Frederick W. Harlow

Frederick W. Harlow, almost fifty years an Illinois Central employe, born at Charles-

town, N. H., September 15, 1850, died at Dawson Springs, Ky., April 10, 1921, at the age of 70. He was buried at Rutland, Vt.

When but a lad he was employed by the Troy & Albany Railroad in Troy, N. Y. From there he went to Chicago and entered the service of the Illinois Central, where he remained continuously for forty-eight years. From July, 1880, he was chief rate clerk in the passenger department until April 1, 1900, when he succeeded the late S. G. Hatch as district passenger agent at Cincinnati. He remained in that city until January 1, 1903, when he was appointed division passenger agent with headquarters at Louisville, Ky., where he remained until his retirement on account of ill health in March, 1920.

Mr. Harlow was married in Troy, N. Y., May 11, 1870, to Miss Mary P. Jordon, and to this union were born three children, Fred, Jr., Julia and Harry. Mrs. Harlow died November 12, 1888, and he married Miss Mary E. Lewis, of Chicago, April 6, 1893. She died June 22, 1918.

Dies After 34 Years With Illinois Central

Samuel North, until a year ago district passenger agent at Omaha, died at his home, 510 North 30th Street, Omaha, Thursday, April 7, at the age of 60.

The funeral was under the auspices of St. John's Lodge of Masons, the interment being in Forest Lawn Cemetery, Omaha. Mr. North is survived by his wife and two daughters, Katherine and Maybelle.

Born at Simcoe, Ontario, Canada, November 27, 1860, Mr. North came to the

"States" in 1886. "Sam," as he was known to all his friends, was employed by the Illinois Central as clerk at Sioux City, Ia., in October, 1887, after which he was depot ticket agent, 1893, city passenger and ticket agent, 1898, traveling passenger agent with headquarters at Omaha, 1900, and district passenger agent in 1914. This position he held until he retired, April 1, 1920.

For thirty-four years Mr. North gave his best to the Illinois Central.

U. S. Railroad Labor Board Announces the Decreased Rates of Pay

Decision Effective July 1 Is Planned to Meet the Lowered Cost of Living

THE United States Railroad Labor Board, on June 1, announced a decision prescribing decreased rates of pay for certain classes of railway employees. The decreases will become effective July 1. The decision applies to those roads which filed disputes prior to April 18, and affects on each road only those classes of employes with whom cases were held in dispute. A second hearing began before the Labor Board June 6 on cases submitted subsequently to April 18, covering classes of employes not covered by a number of the roads in their earlier petitions.

Cases covering other classifications are to be heard this month. The Labor Board has announced that its decision on the subsequent hearings this month will prescribe rates of pay which also will be made effective July 1.

Much Evidence Available

In reciting the information upon which the board bases its decision, the statement issued by the board reads:

"In the hearing and consideration of these cases there has been available to the board all the evidence taken and now on file adduced in the hearings of the cases heretofore brought before the board, information gathered by the board and its forces under the directions of the statute, including reports of the Interstate Commerce Commission and various other governmental agencies, state and national in addition to the very voluminous mass of evidence submitted at these hearings by the respective parties, as well as matters of general and universal public knowledge."

There has been a decrease in the cost of living since the rendition of the decision last summer in which wages were increased. The board says:

"What that decrease has been it is impossible to state with mathematical accuracy or

even what the general average for the United States has been up to and on any given date. The machinery for procuring and stating with accuracy the data to fix this is by no means perfect. The decreases vary greatly according to the locality, and affect different people in different degrees. In some localities the general decrease has been greater than in others. In the cities the general decreases in some lines have been offset to some extent by the high rents. In some of the items or products that enter into the costs of living the fall in prices has been great; in others, much less."

Wages Down in Other Lines.

In reference to the wages paid in other lines of industry, the board makes the following statement:

"The board also finds that the scale of wages for similar kinds of work in other industries has in general been decreased. The same conditions are also found as to this element. It is practically impossible to find any exact average line of decrease for the entire country. The decreases vary in different industries, and in different localities, and in some instances with different industries, individuals or corporations. In some places and classes the decrease has been heavy; in others, not so great. There has been a decrease, and the tendency is at present downward."

As a keynote to the decision may be taken this paragraph from the board's announcement:

"It should be recognized by all that the problem before us is chiefly an economic one, and we are all confronted by adverse and troublesome conditions which everyone must help to solve. It should not be looked upon as a struggle between capital and labor, or the managements and the employes."

Application of the Decreases.

The regulations prescribed by the board

to govern the application of its decision are as follows:

The provisions of this decision will not apply in cases where amounts less than \$30 per month are paid to individuals for special service which takes only a part of their time from outside employment or business.

Decreases specified in this decision are to be deducted on the following basis:

(a) For employes paid by the hour, deduct the hourly decrease from the hourly rate; (b) For employes paid by the day, deduct eight times the hourly decrease from the daily rate; (c) For employes paid by the month, deduct 204 times the hourly decrease from the monthly rate.

The decreases in wages hereby established shall be incorporated in and become a part of existing agreements or schedules, or future negotiated agreements or schedules, and shall remain in effect until or unless changed in the manner provided by the Transportation Act, 1920.

It is not intended in this decision to include or make decreases in wages for any officials of the carriers affected except that class designated in the Transportation Act, 1920, as "subordinate officials," and who are included in the act as within the jurisdiction of this board. The act provides that the term "subordinate officials" includes officials of carriers of such class or rank as the Interstate Commerce Commission shall designate by regulation duly formulated and issued. Hence, whenever in this decision words are used, such as "foremen," "supervisors," etc., which may apply to officials, such words are intended to apply to only such classes of subordinate officials as are now or may hereafter be defined and classified by the Interstate Commerce Commission as "subordinate officials" within the meaning of the Transportation Act, 1920.

Here Are the Reductions.

The following are the decreases ordered, or the decreased rates of pay prescribed, for each class of employes covered in the decision, with the exception of floating equipment employes, for which specific decreased rates of pay are prescribed. (The latter is omitted because of length, lack of general interest and the fact that no employes of the Illinois Central System fall in that classification):

Clerical and Station Forces		Per hour
Storekeepers, assistant storekeepers, chief clerks, foremen, sub-foremen and other clerical supervisory forces	6	cents
Clerks with experience of two years or more	6	cents
Clerks with experience of one year and less than two	13	cents
Clerks with experience of less than one year	6½	cents
Train and engine crew callers, assistant station masters, train announcers, gatemen and baggage and parcel room employes (other than clerks)	10	cents
Janitors, elevator and telephone switchboard operators, office, station and warehouse watchmen, and employes engaged in assorting way bills and tickets, operating appliances or machines for perforating, addressing envelopes, numbering claims and other papers, gathering and distributing mail, adjusting dictaphone cylinders, and other similar work	10	cents

Office boys, messengers, chore boys and other employes under 18 years filling similar positions, and station attendants	5	cents
Station platform, warehouse, transfer, dock, pier, store-room, stock-room, and team-track freight handlers or truckers, and others similarly employed	6	cents
Other common laborers about stations and warehouses	8½	cents
Hereafter inexperienced clerks are to be paid \$67.50 per month the first six months and \$77.50 the second six months.		
Sealers, scalars, and fruit and perishable freight inspectors are to be paid 1 cent per hour above truckers' rates.		
Stowers and stevedores, cullers or loaders, locators and coopers are to be paid 2 cents per hour above truckers' rates.		

Maintenance of Way and Structural and Unskilled Forces

	Per hour
Bridge, building, painter, construction, mason and concrete, water supply, and plumber foremen.....	10 cents
Assistant bridge, building, painter, construction, mason and concrete, water supply, and plumber foremen, and for coal wharf, coal chute, and fence gang foremen, pile driver, ditching and hoisting engineers and bridge inspectors.....	10 cents
Section, track and maintenance foremen, and assistant section, track and maintenance foremen.....	10 cents
Mechanics in the maintenance of way and bridge and building departments (except those that come under the provisions of the national agreement with the Federated Shop Trades).....	10 cents
Mechanics' helpers in the maintenance of way and bridge and building departments (except those that come under the provisions of the national agreement with the Federated Shop Trades).....	7½ cents
Track laborers, and all common laborers in the maintenance of way department and in and around shops and roundhouses, not otherwise provided for.....	8½ cents
Drawbridge tenders and assistants, pile-driver, ditching and hoisting firemen, pumper engineers and pumpers, crossing watchmen or flagmen, and lamp lighters and tenders.....	8½ cents
Laborers employed in and around shops and roundhouses, such as engine watchmen and wipers, fire builders, ash-pit men, flue borers, coal passers, coal chute men, etc.....	10 cents

Shop Employees

Shop Employees	Per hour
Supervisory forces	8 cents
Machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, carmen, molders, cupola tenders and coremakers, including those with less than four years' experience, all crafts.....	8 cents
Regular and helper apprentices and helpers	8 cents
Car cleaners are to be paid 2 cents per hour above the rate for regular track laborers at points where car cleaners are employed.	

Telegraphers, Telephoners and Agents

	Per hour
Telegraphers and telephone operators, except switchboard operators	6 cents
Agents, except at small non-telegraphic stations	6 cents

Agent telegraphers, agent telephoners, towermen, levermen, tower and train directors, block operators, and staffmen	6	cents
Agents at small non-telegraphic stations	5	cents

Engine Service Employees

Passenger engineers and motormen.....	Per day	48	cents
Passenger firemen (coal or oil).....	48	cents	
Passenger helpers (electric).....	48	cents	
Freight engineers, motormen, firemen (coal or oil) and helpers (electric)	64	cents	
Yard engineers, firemen (coal or oil) and helpers (electric)	8	cents	
Hostlers and helpers.....	Per day	64	cents

Train Service Employees

Passenger conductors, baggagemen, flagmen, and brakemen	Per day	60	cents
Freight conductors, flagmen, and brakemen	64	cents	
Yard foremen, helpers, switch tenders	64	cents	

Stationary Engine and Boiler Room

Stationary engineers, firemen, and engine room oilers	Per hour	8	cents
Boiler room water tenders and coal passers	6	cents	

Signal Department Employees

Signal foremen, assistant signal foremen, and signal inspectors	Per hour	8	cents
Leading maintainers, gang foremen, and leading signalmen	8	cents	
Signalmen, assistant signalmen, signal maintainers, and assistant signal maintainers	8	cents	
Helpers	6	cents	

Other Supervisory Employees

Train dispatchers, yardmasters and assistant yardmasters	Per hour	8	cents
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FOUND A BROKEN RAIL

Thanks of Illinois Central employes have been extended to Herbert Fielding, 17-year-old son of Mr. and Mrs. John Fielding of Murphysboro, Ill., who discovered and reported a broken rail on the Illinois Central tracks near Texas Junction, Ill., the morning of April 30, and thereby prevented a serious delay of traffic, if not a disastrous wreck. According to the report of Operator W. L. Morris, the break must have occurred when extra 483 south, handling a wrecker outfit, passed the station about 6:25 o'clock that morning. A few minutes later, young Fielding found the broken rail as he was on his way to work. Prompt notification brought Bridge Foreman H. P. Marmaduke and his crew, who made the necessary repairs, so that No. 424 was only one minute late in passing Texas Junction.

A CHAMPION DIES



Lady Walnut Hill, world's champion White Leghorn hen at the College of Agriculture of the University of Kentucky, died on May 9 of septicemia. She had laid her 876th egg the day before.

The champion died in the harness, an attendant at the college poultry farm finding her dead on a trap nest where she had gone to lay, according to the story in the Louisville (Ky.) *Courier-Journal*. She held the world's record for continuous egg production, having produced ninety-four eggs in ninety-four consecutive days. She also had a record of 810 eggs in four years and was expected to pass the 1,000 mark early in her sixth year.

She was hatched April 12, 1916, and at the time of her death lacked three days of being five years and one month old. She started laying November 6, 1916, and during her pullet year laid 292 eggs, ninety-four of which were laid consecutive days, giving her a world's championship record.

She produced 180 eggs the second; 184 the third, and 154 the fourth year. She began her fifth year of laying January 28, 1921, producing her 811th egg on that day. She laid four in January, 18 in February, 24 in March, 14 in April and 6 in May, a total of 66 for her fifth year.

The Evils of a Car Surplus Pointed Out by Superintendent J. W. Hevron

Use of Tracks for Storage Slows Up Train Operation and Causes Other Troubles

WHEN a railroad hasn't enough cars to meet the demands of traffic, the public is likely to hear a great deal about the unfortunate condition. But what about the other extreme, when a railroad has entirely too many cars and no place in particular to store them? A great car surplus recently has been the problem of the Illinois Central, in common with all the railroads of the country.

In the May issue of the *Illinois Central Magazine*, Superintendent W. Atwill of the St. Louis division, the largest coal-loading division on the Illinois Central System, explained the necessity for getting the empty coal cars at work. Herewith is presented an article by Superintendent J. W. Hevron of the Illinois division on the evil effects of a car surplus and the difficulties of storage the management has to face. Mr. Hevron's division, as one of the largest grain-loading divisions on the system, frequently has to contend with an erratic demand for cars.

"The effect of a car surplus upon the successful and economical operation of a railroad is a subject that is apparently given little consideration by the public," writes Mr. Hevron.

A Problem the Last Six Months

"We are all very familiar with, and many suggestions have been advanced to remedy, the car shortages occurring from time to time, but a matter as vitally important to the operating official is what to do with the empty car equipment during a car surplus period, such as we have experienced during the past six months.

"Our yards and business and industry facilities were not constructed with view of using them as storage tracks, but to take care of the current handling of the business from that station or community. However, during a car surplus period it is necessary to utilize such tracks, as well as a number of exclusive passing sidings on each division, for the storage of empty cars. This prevents the legitimate



Superintendent J. W. Hevron

use of such tracks for weeks and often months, slows up train operation, increases the consumption of fuel and the work of way freight trains in handling an unusually large number of cars in switching stations, reduces the working capacity of yards, and often causes delay to passenger trains by reason of a reduced number of available sidings to permit freight trains to give them a clear track, unless the dispatcher uses the other and very expensive alternative of instructing the freight train to lie back at an open siding.

Stored Cars Must Be Guarded

"There is additional expense directly connected with the storage of empty equipment, such as providing watchmen at isolated points to prevent the theft of valuable parts of the

car, such as air hose and journal brasses, and the ever-present hazard of fire.

"When equipment is plentiful, shippers are inclined to become lax in utilizing the maximum loading capacity of the car, which is of the utmost importance at all times and is one of the best remedies that can be applied during a car shortage.

"It is not possible during a car surplus period for each division to take care of all the equipment adapted for loading on that particular division, and although the Illinois division is not a coal-loading division, we have, at times during the past six months, been compelled to store as many as one thousand coal cars because the adjoining coal-loading divisions did not have sufficient storage facilities for the cars.

Three Years of Loading Grain

"The Illinois division is one of the largest grain-loading divisions on the system, our loading record being as follows for the past three years:

1918	19,064 cars,
1919	14,295 cars,
1920	12,956 cars,

or an average of 15,438 cars a year. In order to anticipate the requirements of this movement, which is rather erratic, it is necessary for the division car distributor to keep in close touch with the market conditions and the activities of the country elevators, as well as with the farmers themselves.

"The railroads have been severely criticized

for their failure to provide enough equipment to move the business during peak periods, but little consideration has been given to the additional burden it would place upon the railroad during periods of business depression. For example: Quoting the figures of the car service section, in September, 1920, the car shortage of the railroads reached a total of 144,000 cars; in April, 1921, or only six months later, the car surplus of the railroads was 504,000 cars.

Would Mean Two Billions Now

"Had it been financially and physically possible to have provided these 144,000 additional cars in September, it would have amounted to an outlay of \$432,000,000, which, added to the present day value of 504,000 surplus cars in April, 1921, would aggregate the staggering total of a surplus of 648,000 cars, or approximately two billions of dollars, tied up in 4,871 miles of idle equipment.

"Therefore, it is manifestly unfair to expect the railroads to maintain a sufficient number of cars to take care of the maximum business in certain periods and store them at other times. In my opinion, the completion of the admirable system of hard roads already begun in Illinois will enable the farmer to market the products of the soil with a degree of regularity through the year, and not be compelled to crowd it on the railroads during a period of passable roads, as at present. This will greatly assist in equalizing the recurring periods of car shortage and the car surplus."

Things to Talk About

Figures compiled by the Bureau of Railway Economics from the statistical reports of the Interstate Commerce Commission show how greatly railway expenses have increased during the last four years. Although operating revenues increased from \$3,625,252,371 in 1916 to \$6,225,402,762 in 1920, or 71.7 per cent, operating expenses increased from \$2,376,372,042 in 1916 to \$5,826,197,474 in 1920, or 145.1 per cent.

In 1916 65.55 cents of every dollar received by the railways went to the payment of expenses and taxes, but in 1920 it required 93.59 cents of each dollar.

The following table shows how expenses have been steadily encroaching on earnings the last few years. It is the operating ratio of each year—the percentage of each revenue dollar which is paid out for expenses and taxes, but not including fixed charges:

1916.....	93.59	1918.....	81.54
1917.....	85.25	1919.....	70.57
1920.....	65.55		

During the period of 1917 to 1920, freight rates on the whole are estimated to have increased 68 per cent and passenger rates 45 per cent.

The weight of this comparison should be conclusive proof that a reduction of operating expenses greater than any yet effected must precede any reduction in rates.

Illinois Central System Calls Attention to Things the Public Does Not See

The public is accustomed to see passenger and freight trains arrive at stations and depart from stations and travel between intermediate points on the railway, performing a necessary service without which almost all commerce would be paralyzed. It seldom gets a glimpse behind the scenes and realizes the magnitude and diversification of railway operation.

The public sees an engineer and a fireman in charge of a locomotive—a conductor and brakeman in charge of a train. It sees comparatively little of all there is back of the actual running of a train—the executive and general officers, the heads of departments, the division officers, the train dispatchers, the signal maintainers, the foremen, the skilled and unskilled laborers, the shopmen, the track walkers, the miners producing the coal, the workers producing the steel, the woodsmen producing the ties and the plants where they are treated with preservative chemicals, the mills producing the lumber, the refineries producing the lubricants, the rock quarries and rock crushers, the gravel pits and steam shovels, and the thousand and one other operations which enter into the production of railway transportation.

Few outside of those whose business it is to do so ever examine the anatomy of a modern locomotive, a passenger coach, a refrigerator car or an ordinary freight car. A modern locomotive contains more than 4,200 parts, not including rivets and bolts, all of which must be inspected daily and kept in perfect condition, some requiring the constant attention of highly specialized experts. For example, the lighting system is cared for by a corps of trained electricians, the superheater attachment is looked after by specialists, the boiler requires the attention of expert boiler makers, the separate and distinct engine which operates the reversing mechanism must have special and constant attention and the airbrake system also demands the attention of experts.

A modern all-steel passenger coach, exclusive of bolts, rivets, screws, nuts, washers and nails, has more than 2,000 parts. The wheels, trucks, airbrakes and draw gear require constant inspection and special attention. The dynamo, which generates electricity for lighting the coach when the train is running and restores the batteries to provide lighting when the train is standing, must be carefully handled. The same is true of many other parts. The single item of cleaning and ventilating passenger coaches runs into large figures.

A modern refrigerator car has more than 1,500 parts. Perfect insulation must be maintained and the car must be kept absolutely clean. The ice boxes and many other parts require constant attention.

The ordinary box car has more than 500 parts which must be regularly and constantly inspected and kept in safe condition. Just as a chain is as strong as its weakest link, the safety of a train is gauged by the weakest car in the train.

The men who actually operate the trains on the Illinois Central System compose a comparatively small proportion of the more than 50,000 employees back of them.

One out of every eleven persons in the United States depends directly upon the railways for a living, counting one worker to every five persons.

Railway prosperity is necessary to national prosperity. Anything that injures the railways also injures the public. Anything that helps the railways helps the public.

The railways consume 28 per cent of all the bituminous coal produced in the United States. They consume 25 per cent of all the steel produced in the United States. They consume 18 per cent of all the timber and lumber produced in the United States. They are also large users of lubricating oils and other commodities.

The Illinois Central, like other railways, is a citizen of each town on its lines. It pays taxes and means as much to the life of each community as any other business concern in the community. It has but one thing to sell—transportation. When you buy that transportation, remember the investment in the property that makes it possible to run the train that furnishes you with service, and remember the great expense back of running that train, aside from the salaries of the enginemen and trainmen whom you see and the agent with whom you deal.

The railways do not claim perfection. Every railway in the United States has locomotives and cars that should be replaced by better ones; machinery and appliances that should be replaced by later and better models; steel rails that should be replaced by heavier ones; track that should be provided with better ballast; terminals that should be enlarged. The railways are striving to overcome these deficiencies. They are succeeding gradually. They are fighting for the privilege of serving you—the public. They ask no advantage of any kind. They ask only a square deal.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

What the Illinois Central Has Gained From Institutional Advertising

H. B. Hull Tells Iowans How Our Educational Work Is Conducted

THE delivery of two addresses on railway topics furnished a busy day for H. B. Hull at Fort Dodge, Iowa, Thursday, April 19. Mr. Hull was a guest of the Associated Advertising Clubs of Iowa and addressed the advertising men's convention in the forenoon and the luncheon of the Kiwanis Club at noon. The talk to the advertisers was based upon Mr. Hull's experiences in assisting in handling the informative advertising of the Illinois Central System. In his noon address, he spoke of general railway problems.

Other Illinois Central people in the party at Fort Dodge for the convention were: J. F. Porterfield, general superintendent of transportation, Chicago; W. S. Williams, general superintendent, western lines, Waterloo; F. H. and C. A. Helsell, district attorneys, Fort Dodge; S. M. Copp, assistant general claim agent, Chicago; W. B. Livingston, local attorney, Fort Dodge and George M. Crowson, editor *Illinois Central Magazine*, Chicago.

A Tonic, but Not a Cure

The use of advertising space to give information to the public is profitable for a live business organization, Mr. Hull told the advertisers, "but the widest distribution of the cleverest advertising matter ever written will not revive a business that is dead."

Mr. Hull told how the Illinois Central's series of informative advertisements was instituted with the letter which President Markham addressed to patrons of the system last August, acknowledging some imperfections in the service, pledging the efforts of the railway organization to the perfection of service and asking the co-operation of patrons.

"The response to the letter was so great and so encouraging," Mr. Hull said, "that I think it surprised Mr. Markham himself. Patrons of the road accepted the letter in the same spirit in which it was sent. Many commendatory letters were received. Some criticisms were also received. The latter were investigated

and answered over Mr. Markham's signature. Causes of friction were removed, and improvements in the service of the railway brought about, resulting in greater satisfaction to the patrons at only a minor cost to the railway."

Mr. Hull explained that he was inducted into the public relations work of the Illinois Central because of his newspaper experience obtained in early life, and continued:

Dealing Only With Facts

"Mr. Markham explained to me that he wished to use this letter to patrons as a prelude to a monthly advertisement to be published in every newspaper on the lines of the Illinois Central. He explained that he wanted to deal with facts, avoiding all speculation or exaggeration of any kind. He said he wanted to 'hew to the line, let the chips fall where they may.'"

"In pursuance of instructions, I contracted with the newspapers for a space three columns wide by ten inches deep to be used in the daily papers on the first day of each month and in the weekly papers in the first issue of each month—in about 450 newspapers, all told."

Each of the advertisements which have been published in the educational series was explained, Mr. Hull telling about the conditions which caused each one and the results accomplished. In discussing the advertisement dealing with the scale of freight rates and explaining why rates cannot be reduced at this time, Mr. Hull said:

"It showed that under present costs of producing transportation it was not possible to reduce basic freight rates. Chairman Edgar E. Clark of the Interstate Commerce Commission was quoted to this effect. It was shown that since 1917, the last year in which the railways were operated under private control before they were taken over by the government, the cost of producing transportation had in-

creased substantially more than freight rates had increased.

"We expected that this advertisement would stir up hotbeds of criticism. Instead of that, a large number of newspapers carried favorable editorial comment upon the facts presented, and but comparatively few newspapers dissented from our viewpoint. Everybody wants lower freight rates, but the majority is fair enough to see that a reduction cannot be had under present conditions.

Trustees of a Great Investment

"It is a new thing for a great railway system to take its case to the public through paid advertising space in the newspapers. You will be able to decide for yourself the advisability of such a course from the standpoint of the railway when you give a moment's thought to the situation of that railway. It may have \$500,000,000 invested in its property. Its directors and officers are the trustees of that investment. They realize that the affairs of the property are in the hands of the public, and that the property will be dealt with accordingly as public sentiment may develop and crystallize. They must try their case before the court of public opinion, or lose it. If they lost it without presenting their facts, they would be unworthy of the trust reposed in them."

Mr. Hull's remarks concerning the advertisement dealing with the danger of a coal shortage were:

"In that advertisement we presented figures showing the great reduction in the output of bituminous coal this year, also explaining that there is now practically no surplus of bituminous coal above ground anywhere in the United States. We showed—and it is a fact—that, if coal is not moved in large volume before July 1, the railways will not be able to furnish enough open top cars to take care of the demands for coal thrown upon them in a comparatively short period after midsummer, and that, if coal consumers could not be aroused to this situation, some of them would suffer for the want of coal next fall and winter. We also reminded coal consumers that this condition might easily result in higher prices of coal.

Want to Avert Car Shortage

"We reminded coal consumers that open top cars are used for carrying building and high-

way materials and that, on account of the coal shortage last fall, the Interstate Commerce Commission was compelled to require the railways to furnish open top cars preferentially for the handling of coal from June 19 to November 29 in order to prevent suffering in various parts of the country. We also explained that the diversion of open top cars last fall resulted in the postponement of construction work that was vitally needed. This diversion of cars was necessary last fall, but it will not be necessary this fall if coal consumers will take advantage of the present opportunities to lay in supplies."

That informative advertising is worth while and that the public appreciates the presentation of sound information, unbiased and concise, Mr. Hull firmly believes. He told the advertising men of an experience in point.

"I was in the smoking compartment of a sleeping car en route from Memphis to Chicago," he said. "The space was crowded with men who were discussing railway passenger service. Different ones had been traveling extensively over different railways, and, unfortunately, some of the trains on which they had traveled had been late. One man I noticed particularly had not said anything. The conversation became heated. The man who had not been talking took a newspaper containing the Illinois Central's record of 'on time' arrivals of passenger trains for 1920 out of his pocket and read it to the crowd. I enjoyed watching the effect, which was most impressive to me. Those present agreed instantly that the Illinois Central was all right, but made it clear that that did not apply to the other railways.

We Must Not Keep Silent

"All railways are sometimes unfortunate enough to have trains that are late. Perhaps the very railways that were being condemned by these men in the sleeping car had records of 'on time' arrivals of passenger trains at final destinations—I will not say as good as the Illinois Central's—but probably almost as good.

"The point is that it is not well for a railway, any more than for any other large business institution, to hide its light under a bushel.

"When the railways are right on a question, it behooves them to give out the facts with which fair-minded citizens may defend them

—and there are a lot of fair-minded citizens in this country.

"We of the Illinois Central have found that to be true. And we believe that the best way to give out facts is through paid space in newspapers and periodicals, to be filled with institutional and competitive advertising matter of an informative nature."

Another effect of the advertisements has been to strengthen the *esprit de corps* of the railway organization, Mr. Hull said.

"In a railway organization complaints seldom reach the executive officers. They are looked after by others, and the executives do not always know about them. President Markham has opened up a circuit through which complaints may reach them, and he extends the invitation to patrons constantly for constructive criticism of the service rendered by the Illinois Central System. That has not only pleased and gratified patrons of the road, but it has also had its effect upon the *esprit de corps* of the organization. Great efforts have been put forth by the division units, as well as by the general officers, to render a service of satisfaction—one that will not provoke complaints.

"At first there were great numbers of complaints, but they soon began to dwindle, and they have been dwindling ever since. At the present time a complaint is such a rare thing that it is looked upon almost as a curiosity in the executive offices of the Illinois Central System."

How to Sell Transportation

Mr. Hull concluded his advertising address as follows:

"Selling transportation is not a great deal different from selling any other commodity, except that there is no competition in rates between the railways. Their only competition is in service. The railway that is well equipped to give service and has the good will of its patrons is the one that will prosper most. If shippers and travelers know that a railway is striving to give the best service possible; that it has good equipment and is adding to it constantly; that its employes are on their toes to be courteous and attentive and efficient, that railway will not only retain its old customers, but will gain many new ones.

"Institutional and competitive advertising is an excellent thing for a live railway, just as it

is an excellent thing for any kind of live business, but unless you have behind your advertising the goods to back it up, it will prove harmful rather than helpful.

"In closing, let me say that the Illinois Central has given institutional and competitive advertising a fair try-out, beginning before the period of business depression set in, and continuing regularly up to the present time, and that no railway in this country has made a better showing during the hard times than has the Illinois Central."

The Kiwanis Club, which Mr. Hull addressed at noon, is an organization of live-wire business men. Charles A. Helsell, of Helsell & Helsell, the Illinois Central's district attorneys in Iowa, is president of the club. The luncheon was interspersed with

(Continued on Page 122.)

Get Your Coal in Early

The following is an excerpt from a talk made recently by Conductor T. M. Joyce of Waterloo, Iowa, before a group of railway employes:

"The warning given to the people and coal dealers by President Markham through the press, I think, should be taken seriously because Mr. Markham is in a position that enables him to see more readily into the future than you or I and to be more able to procure and publish for our knowledge more facts on what the conditions will be in six months or a year than possibly any other business man in the coal producing sections or the middle western states.

"Mr. Markham is at the head of one of the best railroads in the United States, and it was through his individual efforts, backed by his ability and hard work, that he made it what it is today. He has the welfare of the whole country at heart, endeavoring at all times to give the best possible service to the patron of the Illinois Central System. His talks through the press to the people are not as an advertisement; they are conditions as he sees them. Let us hope that the people who read his articles will act and be benefited by his advice.

"Get your winter's supply of coal in early."

Bananas and the Illinois Central Prove the Best Combination Ever

How That Fruit of Mysterious Origin Gets From the Tree to the Market

By FRANK A. SHAW,
Commercial Agent, New Orleans.

EVERY resident along the main line of the Illinois Central Railroad has seen train after train of yellow refrigerator cars loaded with bananas sweep through the town limits, but there is hardly one of the population who has ever given thought to the great industry behind these trains, the great fleet of ships, miles of plantations and the thousands of skilled workmen which make them possible.

Little is known of the origin of the banana. Frederick Upham Adams, in his "Conquest of the Tropics," says: "Botanical history still gropes in the dark in the search for accurate knowledge concerning the origin and development of the banana; where it

came from, what it was called in olden times, who was responsible for its transplanting from one country to another, the part it played in various stages of the world's history—all these are mysteries yet hid from those who seek to learn the truth." Farther on he says: "Since the origin of the banana is lost in the shadows of antiquity, there is no reason why we should not entertain the theory that it was the banana and not the apple which played so important a part in the Garden of Eden; certain it is that early botanists had this thought in mind when they gave the fruit its names—*Musa Paradisiaca*, 'Fruit of Paradise,' and *Musa Sapientium*, 'Fruit of Knowledge.'"

A Small Business Some Years Ago

Years ago, when the banana industry was



Cutting the Bananas—See the Bunch?

in its infancy, the business from a transportation standpoint amounted to but little; no one really paid much attention to this class of freight, and the shippers themselves knew but little of the commodity which now has grown into a commerce amounting to tens of millions of dollars annually and is today one of the greatest revenue producers of the transportation world. In those days, schooners, small tramp steamers and trading vessels working under cheap charters sailed from the ports of the United States, principally the port of New Orleans, to southern seas, touching one after another the points along the tropical shores of Central America where a few planters were growing small patches of fruit, bargaining for the bananas, paying for the fruit as it reached the vessels' side in "dugouts," and, after a cruise of days, returned to the American market to peddle the greater part of the cargo among the people of the port of import, the remainder being forwarded to nearby points in stock cars.

With prosperity in a small way, came into the industry farsighted men of brain and nerve who began to appreciate the prospects as well as the possibilities which the business offered. These pioneer men of vision

quickly realized that future development meant that the old manner of doing business, the lack of system and the antiquated methods, would have to be succeeded by advanced methods and permanent organizations. Fathered by these pioneers having unlimited financial resources, the industry gradually grew until great plantations owned and operated by the steamship companies were planted, miles of railroads were built—some of them of the most expensive construction imaginable and with a fearful loss of life, the work being executed, according to Mr. Adams, against handicaps and perils which cannot be imagined, much less described.

Railroad Building Hazardous There

The appalling hardships and risks of this enterprise may faintly be understood when it is stated that the construction in Central America of the first twenty-five miles of the railroad (extending from Port Limon to San Jose) cost the lives of more than 4,000 men.

The development, while not rapid, was steady, and now in addition to the vast plantations and the railroads there are concrete piers extending out into the ocean at many points along the coast line between the



Loading for the Trip to the Port

United States and South America, the construction of which has cost millions. Hundreds of thousands of acres of bananas have been planted, there being no such thing as the "wild banana" on lands that were formerly fever-infested jungles requiring drainage, which work in itself cost millions to accomplish. Towns which were formerly miasmatic swamps and fever pest holes have been reconstructed, raised above tide level, drained and sewered, until where the most primitive surroundings formerly existed there now prospers one of the greatest single industries in the world.

These men who became interested in the production of the banana and saw the future of this great fruit realized that the production was not the only important feature of the industry; there was another which was of equal force, that of transportation. It was necessary that the fruit reach the market in the shortest possible time and in the best possible condition. To this end the schooners and slow steam vessels were abandoned for larger and faster ships of modern type, equipped with the latest cooling and ventilating devices known.

Co-operation of Railroads Needed

It also meant the establishment of faster

schedules by the railroads, and the furnishing of proper equipment. A system of handling and disposing of shipments while in transit would have to be provided for, in order to make the whole a complete success. With this end in view, these men sought out the management of the railroads, and together the planting and the transportation ends worked out the future of the banana. With increased acreage of bananas in the tropics, grew the great banana trade of the Illinois Central, and with growth came the demand for improved equipment. The use of cattle cars was discontinued, and ventilated equipment was used. This was later abandoned, and a specially constructed type of refrigerator car was substituted.

The banana is possibly the most difficult class of refrigerated freight common carriers are called on to handle; it can only stand a cold of 55 degrees and a heat of 80 degrees, and neither the one nor the other for any great length of time without becoming unmerchantable. It is the duty of the transporting carrier to supply equipment which will withstand the cold and ward off the heat, and the success with which the Illinois Central has accomplished both of these important requirements, coupled with the un-



The Transfer From Land to Water

equaled service furnished, is the keynote of the wonderful success the company has made in the handling of this business.

A Help to Other Commerce

The banana itself carries with it a commerce which has been as profitable to the American merchant as the fruit industry has been to the planter. With increased production, there was demanded increased steamship tonnage; the northbound demands far exceeded the available equipment, but there were no cargoes for the returning steamers. However, with transportation came trade expansion; the American merchant began to realize that there was a trade in the tropics which amounted to over two billion dollars a year. This trade was not coming to the United States, but was monopolized by Europe, as a result of years of continuous effort on the part of the European manufacturers to establish these business connections so much sought after by American merchants and manufacturers.

The banana steamships became the means of communication and the means by which the greater part of this trade has been diverted from Europe to the American business centers. The banana men, although never given the proper credit, have really been the means of linking the United States commercially and industrially with the American tropics. This vast volume of export business and the great banana import trade are so closely interwoven with the Illinois Central System that the line itself can really be classed as a part of it, for without the whole-hearted co-operation of this great artery of commerce with the banana people in the days when the banana business was in the period of its creation, development would not have been so rapid, the great fleets would not have been built so promptly, nor would the return cargoes have reached their present magnitude.

A Case of United Effort

These red-blooded men who built this vast industry in the south under the most trying conditions, both financially and physically, worked closely with the men who were building great railroads to the north under conditions in many respects equally as trying, with the result that America is rapidly being won back for Americans.

Just as an illustration of the growth of the banana business, figures furnished by the collector of the port show there were imported through New Orleans during the calendar year of 1910, 12,745,980 bunches, while the importations for 1920 show a total of 20,072,224 bunches, an increase of 7,326,244 bunches or approximately 52.5 per cent, the greater portion of the fruit having been handled by the Illinois Central.

The Illinois Central has become the father of the banana trade in the railroad world for one reason only—it has developed with the business itself, improving equipment and schedules as conditions warranted. Other lines have from time to time attempted to handle this traffic, but they have one by one retired. The reason the importers have remained so closely allied with the Illinois Central is the spirit of co-operation shown by this company, which has meant mutual prosperity.

Great New Dock Now Building

So great has banana importation through the port of New Orleans grown that the two great docks constructed to handle this class of cargo exclusively have long since become inadequate—so much so, in fact, that there is now under construction an additional dock, which is to be equipped with an overhead carrying system, which is expected to revolutionize the handling of cargoes of this character. This latest dock, with its improved equipment, will cost, when completed, in the neighborhood of three-quarters of a million dollars, and the bulk of the fruit handled over this wharf, as well as that handled over the two others, will be forwarded north via the Illinois Central, the greatest banana carrier in the world.

NEW ROADMASTER NAMED.

T. M. Pittman, Jr., formerly assistant engineer of the Louisiana division, with headquarters at McComb, Miss., has been appointed roadmaster of the Mississippi division, with headquarters at Water Valley, Miss. He succeeds C. M. Chumley, who becomes roadmaster of the Louisiana division. J. J. Desmond, roadmaster of the Louisiana division, in turn has become roadmaster of the Chicago Terminals, succeeding P. H. Leonard, who is on a six months' leave of absence.

Illinois Central Men Manage Railroad in Honduras, Central America

Chief Engineer F. L. Thompson Pays Visit to Frank Mooney and Roy McClellan

Chief Engineer F. L. Thompson has just returned from a visit to Honduras, Central America, where he was a guest for three days of Frank T. Mooney, general superintendent of the railroad interests owned by Vaccaro Brothers & Company. Members of the Illinois Central family will remember Frank Mooney for his thirty-five years of service with us. He began in 1883 as a flagman at New Orleans and rose through the service to the position of superintendent of the New Orleans terminal division, from which he retired in 1918 to become superintendent of police at New Orleans.

Mr. Mooney went to Honduras the first of the year to take charge of the railroad. He also has charge of the hospital which is operated by the Vaccaro interests and the electric lighting plant at La Ceiba, the port town which serves as headquarters for the railroad.

Another former Illinois Central man serving the Vaccaro railroad is Roy McClellan, general auditor. Mr. McClellan also is secretary of the sugar company owned by the Vaccaro interests. He has been in Honduras twelve years. He formerly was an accountant in the roadmaster's office of the Illinois Central at Memphis and also at one time was an accountant in the superintendent's office at Louisville.

Road to Be Extended

As a guest of Mr. Mooney, Chief Engineer Thompson was shown over the railroad property. The main line of the Vaccaro railroad extends westward from La Ceiba for 47 miles, and a new line is being constructed 30 miles eastward. From the west main line there are 62 miles of branch line and 23 miles of sidings serving the cane and banana industries, the principal industries of Honduras.

It is an up-to-date railroad property that Frank Mooney has charge of, according to Mr. Thompson. The main track and a



F. L. Thompson

large part of the branch lines are laid with good 60-pound rail, creosoted 6-by-8 ties, 7 feet long, and 8 to 12 inches of ballast. The gauge of the track is 3 feet.

"The alignment and surface of the main track are as good as anything we have on the Illinois Central," Mr. Thompson said. "But this is due principally to the heavy material used in the track construction in proportion to the weight of equipment used. The track stays up with very little work."

If the Illinois Central had ties, rail and ballast as heavy in proportion to its equipment as this Honduran railway, we would be using 140-pound rail, ties 12 inches deep, 15 inches wide, and 11 feet long, and 3 feet of ballast, according to Mr. Thompson's computation.

The locomotives which are used on this Honduran railway weigh about 15 tons, as compared with the 190-ton locomotives which the Illinois Central recently purchased. The

freight cars which are used weigh about 25 tons when loaded.

Pull Weeds Every Three Months

Although the track requires little work, it takes a large force to keep the weeds down. Track laborers have to pull the weeds out of the ballast every three months over the entire railroad.

The Vaccaro railroad owns about 25 locomotives, 250 banana cars and 20 flat cars. The locomotives are oil burning.

There are 10 passenger coaches, and passenger service is operated on the main line, leaving La Ceiba in the morning and returning in the evening.

If you know of anyone who is objecting to passenger fares on American railroads, you might tell him to go to Honduras. The rate of fare there is 6½ cents a mile for first class and 4½ cents a mile for second class.

Mr. Thompson reports that there is seldom any delay in passenger traffic caused by waiting for passengers to board the trains. They are usually at the

stations about two hours before the train is due, waiting for it. One day, while going over the line, the train was stopped for about an hour, and Mr. Thompson saw a number of the natives climb aboard. When he asked about this, he was told that the natives knew when such stops were to be made, and that they climbed into the cars and waited until the train was ready to move and then got out again. Being a passenger even on a standing train is a thrill for them.

Vaccaro Brothers own the ice plant and brewery at La Ceiba, producing all the ice and all the beer used in that part of Honduras.



Roy McClellan

The production of sugar is one of the principal industries in which the Vaccaro Brothers are interested. They have about 6,000 acres in cane, which produce about 28 tons of cane to the acre, or the equivalent of 2 4/5 tons of sugar per acre. The feeder lines running off from the main line of the railroad reach into the cane-producing sections.

The distillery is operated in connection with the sugar refinery. Many different kinds of whiskey are made out of the alcohol which is distilled from the molasses from the cane syrup, 2½ to 3 gallons of medium molasses making one gallon of alcohol 95½ per cent proof. The distillery also refines rum, the national drink of Honduras, and the entire output of rum is turned over to the government for retailing.

Harvesting the Banana Crop

The Vaccaro interests have large orange, cocoanut and banana farms. The oranges grow the year around, and one can see blossoms, small green oranges and ripe oranges on the trees at the same time. The Vaccaros have about 20,000 acres in bananas. The bananas are cut and laid on mules, about 6 bunches to the mule, and taken to the cars and loaded. These cars are spotted all over



Frank Mooney



the territory on branch lines and side tracks. In the afternoon of the day before the ship is to be loaded the train and engine crews are sent out to pick up the bananas and take them to town, where they are stored under a steel shed similar to our car repair sheds at Memphis. They are kept under roof until ready to be taken to the wharf. The loading of the ship starts about 6 o'clock in the morning and is completed about 4 o'clock in the afternoon. An ordinary shipload consists of about 60,000 bunches of bananas.

Bananas cost about 40 cents a bunch in Honduras.

Entering the port of La Ceiba, the traveler's first sight of land is of mountains and rows of tall cocoanut trees along the seashore. It gives a movie atmosphere, according to Mr. Thompson.

Met by the Honduran Army

"Before getting off the boat," Mr. Thompson said, "I had to be examined by a Honduran doctor, and in order to prevent anyone from getting on the shore the 'large' Honduran army was there—consisting of three men with old army muskets. The soldiers were bare-footed and wore ragged shirts and pants. A single strip over the

shoulders served for suspenders, and a slouched felt hat topped off the uniform. The soldiers are paid 50 cents a day, and they feed and clothe themselves."

The railroad, of which Mr. Mooney is general superintendent, represents an investment of nearly \$3,500,000. The labor is performed by natives, and they have native foremen. The officers are Americans.

The section of Honduras which Mr. Thompson visited is the strip west from La Ceiba which is being developed by the Vaccaro interests. To the west of this are the United Fruit Company's holdings.

The seashore country is very fertile. Mr. Thompson says that he saw Indian corn in all stages, from six inches high to ready for husking. One doesn't pay very much attention to the seasons in Honduras. You can be planting corn and husking it on the same day.

Tegucigalpa, the capital city of Honduras, is farther inland, and it takes four or five days to reach it from La Ceiba by muleback. There are no railroads crossing the mountains. Mr. Thompson sailed from New Orleans May 21, and his trip consumed ten days.

Our Own Folks at the O. R. T. Convention



To accommodate Chicago and St. Louis delegates to the convention of the Order of Railroad Telegraphers at Savannah, Ga., on May 9, the Illinois Central operated two extra sleepers on the Seminole Limited, train No. 9, from Chicago May 6 and two from St. Louis, train No. 203-9, the same date, through to Savan-

nah, via Birmingham, in connection with the Central of Georgia Railway. There were approximately sixty-five delegates from the Chicago territory and thirty-five from the St. Louis territory. The group pictured above consists of Illinois Central representatives at the convention.

"No Exception" Campaign Scores Another Success Both North and West

Reduction of 83 Per Cent Noted in May; Whole System Takes Part in Effort During June

By C. G. RICHMOND

Superintendent, Stations and Transfers

A successful "No Exception" campaign was conducted on the northern and western lines of the Illinois Central during May, resulting in a reduction of 83 per cent in the number of exceptions received against stations on these two grand divisions. Only 1,033 exceptions were charged against these stations in May, compared with 6,164 in March, a reduction of 5,131, or 83 per cent, and 9,310 in October, 1920, a reduction of 8,277, or 88.7 per cent.

The less-than-carload tonnage in May was approximately the same as in March and was a reduction of only 30 per cent as compared with October.

The officers and employes on the northern and western lines are to be complimented on this remarkable showing and should feel proud of the results obtained.

A system "No Exception" campaign is being carried on this month, on both the Illinois Central and Yazoo & Mississippi Valley Railroads.

Here's the "Box Score"

The following shows the number of exceptions received against the two grand divisions during May, with the total compared with the totals for March and October:

	Northern Western		
	Lines	Lines	Total
Shorts	116	15	131
Bad Orders	499	43	542
Pilferages	50	28	78
Overs	172	11	183
Astrays	92	7	99
Total, May, 1921.....	929	104	1,033
Total, March, 1921.....	5,085	1,079	6,164
Total, October 1920.....	7,481	1,829	9,310

The campaign was conducted along lines similar to the "No Exception" campaign on

the Illinois Central southern lines and the Yazoo & Mississippi Valley during April. Intense interest and co-operation were manifested by all officers and employes.

Superintendents, supervising agents, trainmasters, master mechanics, yardmasters and agents actively campaigned with all employes under their supervision, soliciting the personal interest and co-operation of the individual employe toward seeing that all shipments delivered to the company for transportation were handled in such a manner as to insure reaching destination in identical condition in which received, eliminating all cause for exception.

How They Did It

Agents at larger stations held meetings with both platform and office organizations. Platform foremen held 10-minute meetings daily with their forces. Agents or platform foremen made frequent trips on local freight trains to observe loading. All waybills, waybill jackets and correspondence bore a special stamp calling attention to the campaign. Agents at loading stations placed a special form in each waybill jacket containing merchandise waybill, requesting return information as to the condition of the loading of their cars and soliciting suggestions for improvement.

Loading stations were notified by wire of all important irregularities noted in the loading of their cars coming to the attention of agents, conductors and inspectors when riding locals.

In order to overcome bad order exceptions caused by rough handling in yards and terminals, also the improper stowing of cars, tests were made each week at the larger loading stations, inspecting lading at the close of the day's work and again after cars were switched and placed in trains.

Results From Bulk-Heading

A remarkable reduction was made in the number of bad order reports received. The

total for May was 542, compared with 2,747 in March and 3,859 in October, 1920, a reduction of 50 per cent as compared with March and 71 per cent as compared with October.

The reduction of bad orders at the larger stations was largely due to the bulk-heading of thorough destination break bulk cars. Mounds transfer platform bulk-headed 183 cars with only 5 bad orders reported, East St. Louis 523 cars with only 17 bad orders reported, Chicago 726 cars with only 36 bad orders reported, showing conclusively that bulk-heading of destination merchandise cars will practically eliminate bad order exceptions.

Inspectors from the department of the superintendent of stations and transfers were assigned to each division one week prior to the inauguration of the campaign and assisted division officials in making the campaign a success, remaining on division during the entire month.

At Fort Dodge, Waterloo, Dubuque, Freeport and other cities of similar size, the larger shippers co-operated with agents by conducting a "Perfect Package" month in connection with our "No Exception" month. Agents reported daily to each shipper the number of packages received improperly packed or marked. This co-operation on the part of the shippers assisted materially in bringing about this excellent showing.

The experience gained during the "No Exception" campaign conducted during the months of April and May, together with a continuance of the interest displayed by employes of all departments, will, I am confident, result in fewer exceptions being received in June than in any of the previous months.

The table presented herewith shows the total number of exceptions which were charged against principal stations and divisions for the period of the campaign.

(See opposite page.)

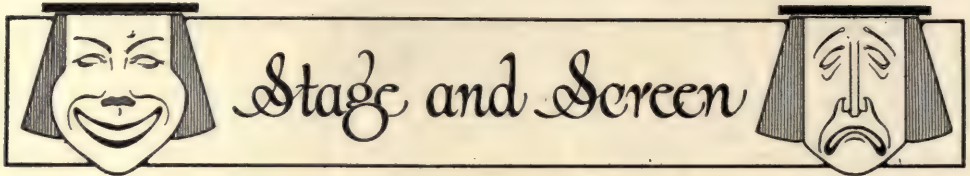
Some Overtime for the Illinois Division



An explanation of electric interlocking was given to the fifty employes in attendance at the Illinois division signal employes educational meeting at Gilman, Ill., Sunday, May 15, Is anybody you know in the crowd? Our correspondent reports a profitable meeting.

May Exceptions, Northern and Western Lines

Division	Station	Shorts	Bad Orders	Pilfer-ages	Overs	Astrays	Total May	Total March,	Total Oct.
Chicago	Chicago	63	274	25	105	52	519	2,598	3,696
	Other Stations								
	& Train Crews 0	0	0	0	0	0	0	24	65
	TOTAL	63	274	25	105	52	519	2,622	3,761
E. St. Louis	E. St. Louis.....	19	100	7	43	7	176	627	1,189
	TOTAL	19	100	7	43	7	176	627	1,189
Illinois	Champaign	1	0	0	0	0	1	48	77
	Effingham	0	4	0	0	1	5	33	67
	Kankakee	0	0	0	0	0	0	22	72
	Other Stations								
	& Train Crews..	1	3	1	2	2	9	92	143
	TOTAL	2	7	1	2	3	15	195	359
St. Louis	Cairo	1	10	0	3	0	14	42	47
	Carbondale	6	15	0	1	5	27	160	146
	Centralia	4	15	2	4	5	30	86	152
	Du Quoin	2	7	0	2	0	11	72	53
	Mounds	1	5	0	2	2	10	118	119
	Other Stations								
	& Train Crews..	2	14	0	2	3	21	139	220
	TOTAL	16	66	2	14	15	113	617	737
Springfield	Clinton	5	6	2	0	1	14	139	275
	Decatur	3	5	0	1	3	12	96	172
	Springfield	0	0	0	0	1	1	32	69
	Other Stations								
	& Train Crews..	2	7	2	1	2	14	152	152
	TOTAL	10	18	4	2	7	41	419	668
Indiana	Evansville	2	11	1	1	4	19	69	126
	Indianapolis	1	4	1	3	1	10	108	176
	Peoria	2	8	1	2	2	15	120	126
	Mattoon	0	7	0	0	1	8	147	208
	Other Stations								
	& Train Crews..	1	4	8	0	0	13	161	131
	TOTAL	6	34	11	6	8	65	605	767
Wisconsin	Bloomington	1	6	1	0	0	8	89	181
	Freeport	1	2	0	1	0	4	107	281
	Rockford	0	2	1	0	0	3	30	90
	Minonk	0	2	0	0	0	2	26	10
	Other Stations								
	& Train Crews..	3	1	0	3	0	7	122	199
	TOTAL	5	13	2	4	0	24	374	761
Minnesota	Dubuque	0	4	9	0	1	14	101	157
	Waterloo	0	3	0	0	1	4	57	127
	Cedar Rapids	0	1	0	1	0	2	12	27
	Other Stations								
	& Train Crews..	1	0	11	0	0	12	41	91
	TOTAL	1	8	20	1	2	32	211	402
Iowa	Ft. Dodge	5	7	3	3	2	20	102	157
	Sioux City	1	0	1	0	0	2	45	81
	Sioux Falls	1	0	0	0	0	1	9	12
	Cherokee	1	5	0	0	0	6	86	100
	Omaha	0	1	0	0	1	2	29	32
	Council Bluffs	0	1	2	2	0	5	47	58
	Other Stations								
	& Train Crews..	1	8	0	1	2	12	176	226
	TOTAL	9	22	6	6	5	48	494	666



GEORGE M. COHAN'S newest musical comedy, "The O'Brien Girl," is being acclaimed as a great success in Boston, where it has had an auspicious opening. The critics, with even more exuberance than usual, are saying nice things about the show—its mounting, its tunes, its dialogues, its dances. Among the entertainers employed are Fritzi Scheff, Margaret Hines, Andrews Tombes, Ada Mae Weeks and James Marlowe.

JOHN GOLDEN is busy making arrangements for new plays in which to employ the 173 legitimate actors with whom he has contracted for the approaching season. "Easy Come, Easy Go," Montague Glass' comedy, will feature Robert North. Among the other presentations planned are: "Katy Did," a comedy by William Gillette; "Poor Man's Pudding," by Winchell Smith and Thomas Cushing; "Three Candies," by Austin Strong, and "Happy New Year," by Viola Brothers Shore and Hale Hamilton.

SPEAKING of John Golden is a reminder that Frank Bacon's "Lightnin'," which has had a spectacular run exceeding 1,175 performances in New York, is due to leave the metropolis and may be one of next season's attractions at Chicago.

GUY BATES POST, who has gained new laurels in "The Masquerader," announces that he is going to play "Hamlet." Before that, however, he will make his debut in the films with "Omar, the Tentmaker," which was his stage vehicle for five prosperous years.

THOMAS MITCHELL, now playing in stock, has signed a three-year contract with Belasco and will appear opposite Lenore Ulric. He was once a newspaper reporter.

REHEARSALS have begun on George White's "Scandals of 1921," which are scheduled to begin in New York late in June. Ann

Pennington and Lou Holtz have been re-engaged.

ELSIE JANIS—soldiers of the A. E. F. will remember Elsie—is said to be captivating Paris with her revue.

MORRIS GEST has sailed for London, Paris and Berlin to arrange an extension for the production in the United States of various plays under contract. It is Mr. Gest's fifty-third transatlantic trip.

FLORENZ ZIEGFELD, who is beginning rehearsals for his perennial entertainment, says actors' salaries must be reduced.

THE ROAD TO STARDOM is a rough one, according to Taylor Holmes, starred in "Smooth as Silk." He began with a four weeks' engagement with the Four Cohans, the proceeds from which financed a trip to London. He was not a howling success there, but he finally saved enough from a minor engagement to get back to the United States. After calling on Daniel Frohman forty-eight times the manager shipped him off on E. H. Sothorn, who suggested stock. He entered stock in Newark, thence into vaudeville. Mr. Belasco saw him and approved. The great producing manager gave him the post of the prosecuting attorney in "The Grand Army Man," with David Warfield, at the Stuyvesant Theater. He also appeared with Mr. Warfield in "The Music Master." Later he was associated with the late Henry B. Harris as general stage director, in which capacity he produced "Strongheart." He scored his biggest success in "Bunker Bean," which made him a star.

ANNIE HUGHES has gone to France to join James K. Hackett in his Paris presentation of "Macbeth."

OLGA PETROVA is enroute to Spain, where she will study the character which she



Stage

Glimpses

Lorna Doone Jackson
as Anna Karenina
in "Robinson"

Shirley Ward
as Anna Karenina

Dora Keane
as Anna Karenina

Scene from "Passing Show of 1921"

will portray next season in "The White Peacock," a Selwyn production.

HARTWIG BARUCH, brother of Bernard M. Baruch, the financier, and known to the theatergoing public as Nathaniel Hartwig, has been prevailed upon by his old "pal," John Golden, to return to the stage next season to play the leading part in "Three Wise Fools." Mr. Baruch has been on Wall street for the past twenty years, having retired from the stage at the height of his career in 1901. He won fame with Olga Nethersole in "Carmen," when they put on a sixty-second kiss.

"DANIEL," the play in which Sarah Bernhardt is appearing in London and which will be produced by the Selwyns in this country next fall, is scheduled for early rehearsals with Martha Hedman, Lynn Harding, Jose Reuben and Claude King.

A TRAIN will be wrecked to make "Star Dust," the film adaption of Fannie Hurst's story, starring Hope Hampton. It won't be a half-way affair, either, the producers promise. There will be no scrapped cars in the picture, and it won't be faked, and it won't be made from old strips of film taken years ago and revamped over and over for wreck pictures. A spot will be selected on a bridge spanning a river, railway engineers will be consulted in making the plans and real modern railway equipment will be used. It is said that the one scene will cost a fortune. Ten to fifteen cameramen will be stationed in advantageous spots to shoot the event from all angles.

HELENE CHADWICK will play the leading feminine role in "The Glorious Fool," Mary Roberts Rinehart's story.

AFTER AN ABSENCE of several years Ethel Grandin is returning to pictures and will play opposite Gareth Hughes.

RITA WEIMAN, short story writer, is working with William DeMille on a picture for Paramount. She is the author of "Footlights," which Elsie Ferguson is now making.

BALZAC, the French satirist, is a much filmed author lately. Robertson-Cole is releasing one of his stories, and Rex Ingram is working on another, "The Conquering Power," in which Alice Terry and Rudolph Valentino will head the all-star cast.

JAMES RENNIE, who has been playing on Broadway in "Spanish Love," is making his first venture into screenland since his marriage last December to Dorothy Gish, motion picture star. He has been engaged as leading man for Hope Hampton in the picturization of the Fannie Hurst story, "Star Dust."

CHARLIE CHAPLIN weighs 125 pounds, is 5 feet 4 and has brown hair and blue eyes.

THE "Q" in Anna Q. Nilsson's name stands for Querentia.

JACK HOLT, whose latest picture is "The Grim Comedian," began life as a surveyor, then turned explorer and was a cowpuncher.

THEY CALL IT the "silent drama," yet these sang on the stage before they entered pictures: Johnny Hines, Dorothy Mackaill, Dorothy Leads, Fay Tincher, Dorothy Devore, Neal Burns, Eddie Barry and Bobby Vernon.

NAZIMOVA was so painstaking in making the film for the death scene in "Camille" that it took her six days to "die."

DOROTHY DAVENPORT, otherwise Mrs. Wally Reid, will be seen ere long in "Every Woman's Problem."

MADGE BELLAMY is another who is leaving the stage for a debut in the celluloids. She will make her bow in "Hail the Woman!"

YOU WILL remember Edith Story. She's coming back to the films after a long absence and will be seen in "The Beach of Dreams," a Robertson-Cole production.

ROSEMARY THEBY and Harry Myers are planning a series of domestic comedies like those made by the late Sidney Drew and Mrs. Drew.



Catherine Calvert



Corinne Griffith

Movie

William Farnum

Close-Ups



Helen Perry



Pearl White

Home Division



Household Hints for Home Makers

Tumblers which have contained milk should always be rinsed in cold water before being washed in hot water. The hot water dries the milk in, and leaves a cloudy appearance on the glass forever after.

The pet peeve of the tall woman is the low kitchen sink. One woman sits on a long-legged stool when washing dishes, and wears a rubber apron with a bib to catch the splashes. These aprons may be made at home. Select for pattern one of your bib aprons. Rubberized material can be purchased at almost any store. Bind the edges with tape and use tape for strings.

To remove the odor of onions from the hands, rub the hands with dry mustard and rinse off in cold water.

Tested Recipes

LAZY DAISY CAKE. (Use measuring cup for measurements.) Sift into mixing bowl 2 cups flour, 1 cup sugar, 2 teaspoons baking powder, pinch salt. Melt a heaping tablespoon of butter; when it cools, add yolk of 1 egg, and beat together with a fork; then add 1 cup milk and teaspoon lemon extract. Mix together the liquid and dry ingredients. Bake in 2 layers. Fill and frost with apple snow, made as follows: To well beaten white of 1 egg add $\frac{1}{2}$ cup granulated sugar and one apple (pared and cored) put through the ricer or grated. Beat with Dover egg beater until it has the appearance of snow. (Two bananas may be substituted for the apple.)

RUSK. Beat 2 eggs light, stir in 1 cup sugar, 1 small teaspoon salt, 1 pint lukewarm milk, 1 cake compressed yeast dissolved in a little warm water, and flour enough to make a sponge. Let rise; when very light, add small half cup lard, and flour enough to handle dough without sticking (work in lard

and flour with hands), then let rise again until very light, pinch off rolls with as little handling as possible, and let rise again. When rolls are light, bake in moderate oven. If desired, beat up a little white of egg with some sugar and rub on top when done.

DRESSING FOR FRUIT SALAD. Yolks 3 eggs beaten light, $\frac{1}{4}$ cup vinegar, $\frac{1}{4}$ cup sugar, $\frac{1}{2}$ teaspoon mustard. Cook in double boiler until thick as custard. Set aside to cool. Whip 1 bottle cream, add the cooked mixture, and continue beating until well blended.

Every Woman's Duty

One woman attributes her pink and white complexion to the two glasses of cold water which she drinks each morning on arising.

A lemon rinse after the shampoo is excellent for hair and scalp. Use the juice (carefully strained) of 1 lemon to a pint of water.

From the Shops

Ruffled bobbinet curtains in tones of ivory or in beige are charming for summer use. Voile curtains also are pleasing to the eye.

The rare days of June are upon us, and our fancy turns to the summer porch and its furnishings. Soft pillows of cool cretonne will make the swing inviting. A hickory rustic rocker and a natural willow chair will beckon your callers. And they will bless your hospitable heart when you serve iced tea and little cakes, using your new iced tea set of clear, deep blue glass.

Mary is a grand old name, and Mary is the name of a beautiful one-strap pump of black satin, with Louis heels. This pump comes also in pearl gray suede with gray satin strap.

New and nobby are skirts of white flannel for sports wear.

Put on your old gray bonnet with the blue ribbons on it—and Dame Fashion will smile

upon you. Gray continues to hold its own in summer millinery.

Black hats—a window full of stunning creations, many of them with white trimmings—are shown in an avenue shop.

Skirts will be skirts and present a “shiny” appearance when the suit coat is almost as good as new. Last year’s suit coat can be worn effectively with a skirt of plaid or checked material. Such a variety of plaids and checks is displayed in the stores that one can find a combination to harmonize with almost any desired shade

Life's Little Lies

Guard on “L” platform: “Move up in the car, please. Lot o’ room up in front.”

Feminine voice, as telephone bell rings: “If that’s a woman, say I have gone out.”

Watch the Way for Snares

It ain’t the trees that block the trail,

It ain’t the ash or pine;

For, if you fall or if you fail,

It was some pesky vine

That tripped you up, that threw you down,

That caught you unawares;

The big things you can walk aroun’—

But watch the way for snares.

—DOUGLAS MALLOCH.

Edith Stands the Acid Test

Allen was driving. “Let’s call for Bill Robbins,” he suggested, turning his head so that the other occupants of the car might hear. “He was a pal of Nixon’s before Nix went to Santiago.”

“Good idee, Allen,” seconded Bradley, from the rear.

“Fat chance you have of getting Rollins,” grumbled Page. “They’ve just moved into their new apartment. Ten to one he will be dolled up in an apron, lending a helping hand. I’ve never met Edith Rollins, but if she is anything like my wife on moving day—well, ’nough said.”

“Let’s stop anyhow.” And Allen drew up to the curb. “Pile out, fellows,” to his five companions. “This is dirty work, and I can’t turn the trick alone. We will go in all together, and here’s hoping we leave all together—if we get kicked out.”

Bill Rollins came to the door, rolling down his shirt sleeves.

“’Lo, Bill,” greeted the crowd, as they pushed into the apartment.

“Hello, what’s all this?” Surprised, Bill stood surrounded by his *lares* and *penates*. Chairs and tables, boxes of books and piles of pictures, heaps of rugs and barrels of dishes, presented a disheartening spectacle.

At this moment Mrs. Rollins, in a neat dark dress, her glorious auburn hair protected by a blue and white cap, burst into the crowd, hand outstretched, smiling a greeting.

“Welcome to our new and happy, but at present unsettled, home!” she said.

It was the fellows’ turn to be surprised. That a woman could be unruffled and smiling on moving day was a miracle.

Encouraged, Allen, who acted as spokesman for the party, began: “Thanks. We haven’t come to call. Nixie is passing through tonight enroute to New York, and we fellows are going to meet him and have a little time downtown. We wanted you to join us Bill. Nixie was a pal of yours in the old days. But I’m ashamed of our intrusion, seeing the confusion you folks are in.”

Bill Rollins hesitated. He wanted to see old Nixie—let’s see, it was six years since he left the States—but he couldn’t leave Edith in this mess.

Mrs. Rollins broke in: “No such thing, Mr. Allen. Bill will go with you, of course. Find a place to sit down and I will help him get some clean things. Why, we have plenty of time to get settled. I wouldn’t have Bill miss Mr. Nixon for anything.”

And she hastened from the room, Bill at her heels.

“By George, she’s a brick!” Bradley said, admiringly.

“Well, she is an exception,” put in Page. “Didn’t know they made ’em so good-natured.”

“Bill always was a lucky devil,” commented Allen. “Edith Rollins is a sensible woman—not the kind to have hysterics over moving day. Say what you please about red heads, I am for ’em.”

And Edith Rollins’ popularity with Bill’s friends was assured. On the way to the station they hinted something of the kind to Bill. And Bill—well, he was so proud of Edith that he burst two buttons off his Sunday waistcoat.

The Story of a Successful Life Is That of Victor H. Hanson, Publisher

Harry Dyke Writes Up Editor of Birmingham (Ala.) News, Who Started When Only 11

Stories of achievement by successful men never grow old, for behind every success is the lure that beckons to the ambition of each one of us. Under the department of "Men and Women Who Make Our Mediums," the May 7 number of the *Advertising and Selling Magazine* carried the following story by Harry Dyke about Victor H. Hanson, publisher of the *Birmingham (Ala.) News*, an outstanding public servant in Illinois Central territory:

"WHAT do you like to do on rainy days?"

"Plan for sunshiny days."

The answer came without a moment's reflection, like a ray breaking suddenly through the clouds, as Victor H. Hanson, publisher of the *Birmingham News*, turned from a big window in his office which looked down upon a long line of motor cars sloshing past. Lead-en skies and a driving rain lent atmosphere to the question, and the answer was typical of the man.

To any analyst, character and purpose are summed up in those few words, spoken with such spontaneity, for they may be paraphrased into a dozen different axioms that define the life and ambitions of this Southern publisher.

Back in Georgia, when he was eleven, Victor Hanson began planning. There were never any dull gray clouds to trouble him then and the sun shone every day, but he dreamed dreams, just as he plans on rainy days today, and the *City Item*, a paper consisting of one page, two columns wide and six inches deep, was born. With its birth life was given to a career, and ever since one purpose has been the motive power driving it forward. That purpose is to own the South's greatest newspaper.

Born to the Newspaper

Most newspaper men drift into the profession, to be sure, but Victor Henry Hanson was born to it, and on January 16, 1876, when

he arrived at the home of Major Henry C. Hanson, in Barnesville, Ga., it was written in the books that he was to follow in the footsteps of his father, who was for many years editor of the *Macon (Ga.) Telegraph*. Young Hanson attended the public schools of Macon, to which his parents had removed shortly after his birth, and it was while in school that he founded his first newspaper, the *City Item*. Then, as now, the stamp of the man showed: the *City Item* was a financial success from the first issue.

In a year or two the Hansons moved to Columbus, Ga., where Victor's father became the editor of the *Columbus Enquirer-Sun*. Young Hanson then started the *Columbus Times*, a Sunday morning paper, which developed into a twelve-page sheet, four columns wide by twelve and a half inches deep. Its circulation grew to 2,500, and it was at the time the best paying newspaper property in Columbus. Before he reached the age of fifteen he sold the paper and the equipment he had acquired for more than \$2,000. Bound volumes of the files of these two little newspapers are treasured in the Hanson home today.

Worked for \$10 a Week

Major Hanson removed to Atlanta and Victor went to school at Gordon Institute for a brief time, but at the age of sixteen went to work as a solicitor for Nichols and Holliday, advertising managers of the *Atlanta Constitution*. At nineteen he went to Baltimore as a classified solicitor for the *World*, and at twenty went to work for the *Montgomery (Ala.) Advertiser* at \$10 per week as a circulation solicitor. Within three months he was transferred to the advertising department, and by the end of a year was advertising manager in charge of both national and local advertising. He remained with the *Advertiser* until he was thirty-three years old, making a splendid rec-

ord for volume during the period in which he had charge of the advertising.

In February, 1909, leaving the *Advertiser*, Mr. Hanson purchased from General Rufus N. Rhodes a one-third interest in the *Birmingham News* and became its vice-president and general manager. On March 1, 1910, shortly after General Rhodes' death, he purchased a majority interest in the paper and became its president and publisher. He had associated with him in the deal Frank P. Glass, his former employer in Montgomery, who was vice-president and editor of the *News* from that date until April 1, 1920, when he sold his one-third interest to Mr. Hanson and a small group of business associates. Then Mr. Hanson immediately began negotiations for the purchase of the *Birmingham Ledger*, an afternoon and Sunday morning paper. On April 19, 1920, he acquired the property, and the *News* absorbed it.

He Likes the Movies

That, in brief, is the story of the rise of Victor H. Hanson. So far, nearly all his life has been devoted to digging from the solid rock a splendid financial success. He has been on the job almost continuously for eleven years, and his employes, many of whom have served with him from the beginning of his days on the *News*, have the greatest difficulty in persuading him to take the proper amount of rest and recreation. He really has more fun running his newspaper than he gets out of any of the things he does on the outside.

Turning to the other side of Mr. Hanson, one finds that golfing, motoring and fishing provide most of his recreation, and what they don't the movies do. He is an ardent screen fan, and for relaxation he finds a film thriller "just the ticket." But he golfs, motors, fishes and does the movies far less than most devotees of these pastimes. His hobby is the *Birmingham News*, and he can't get away from it. Making the paper bigger here, brighter there—that's almost his sole thought, and in doing both he has as much fun as if he were landing a big tarpon at Coden.

His Paper Is His Hobby

Just to illustrate: When Victor was a boy he played baseball, in common with all boys. Today he rarely sees a game. To go further:

He doesn't like football, baseball or boxing, and he doesn't shoot pool. Naturally, of course, he likes to read, and when he isn't looking over his own newspaper he's inspecting others. Outside of newspapers and newspaper publications, he enjoys reading popular novels. In the theaters he enjoys musical comedy best. Drama comes next. Among the singers, Madame Schumann-Heink is his favorite.

Thus one gets a sort of thumb-nail sketch of the off-side of the man. Aside from his paper he has no other business interests, his whole time and attention being an example of concentration upon one thing.

As the years have gone on, more and more of Mr. Hanson's attention has been turned to his newspaper as a newspaper, as a leader of thought and most of all as a great, effective

A Hit With the Public

A short time ago I was sitting in the hotel at Dixon, Ill., after supper, and a traveling man alongside me remarked how rotten business was. I told him I hadn't found it so, and that I had picked up several cars of freight that day. He looked at me a moment, and said, "What on earth are you selling?"

I told him: "Transportation. I am with the Illinois Central."

Then he said: "Say, I came down from Freeport this afternoon, and I nearly dropped dead when the conductor took up my ticket. He said, 'Thank you,' and then added, 'This train is due at Dixon at three minutes past five.'"

I knew pretty well who the conductor was, but to make sure I looked on the register next morning and found he was W. H. Sharkey.

Conductor Sharkey makes it a rule when passengers are going any distance to advise them when he takes up the tickets just what time the train is due at their destination. He does it in such a nice, quiet way that it does not attract the attention of anyone except the passenger, and by it he has made a hit with the traveling public.

—N. J. HANLEY, traveling freight and passenger agent, Freeport, Ill.

tive public servant. One of the first things he did after acquiring the *News* was to organize a News Welfare Department.

Mr. Hanson's achievements have been many and varied, but perhaps the greatest was the settlement of the most troublesome and turbulent coal miners' strike in Alabama's history. That settlement came at a time when the whole state had despaired of industrial peace.

Stopped Mine Warfare

Trouble broke out in June, 1920, with sporadic strikes. Mine walk-outs have always been things to dread in Alabama, and with the first talk of strike Mr. Hanson began to turn over in his mind possible ways of settlement, of mediation, of anything that would keep peace in the state. In September a general strike order was issued. Inside a fortnight the state militia was in charge of all mining fields in the state. Blood had begun to flow. All along Mr. Hanson had been at work. There had been no publicity, but he grasped at every straw, hoping to be of some service. Day after day the front pages of the Birmingham newspapers told of disorders, strike breakers shot down, homes dynamited, union men attacked, but still the strike kept the state in turmoil.

Three separate times the publisher reached what he felt would be a definite solution, but each time something happened to prevent attainment of the desired result. In February, however, he tried again, this time devising a plan that was acceptable to all, and on Washington's birthday anniversary peace was declared. The agreement which settled the warfare was known as "The Hanson Agreement."

Where Fairness Counted

Here again the man's method of conducting his newspaper served a great purpose: he could not have brought about a settlement if his editorial and news policies had not been far to both sides, for when the miners and operators, both obstinate and in the fight to win, finally gave him their written pledges to abide by the result, that action showed confidence in his fairness, his neutrality and his ability.

Approximately \$3,000,000 was spent by the United Mine Workers of America in con-

ducting the strike, and, while no figures were ever announced, the operators must have spent a very large sum. The state also had dipped into its treasury heavily to preserve order, and, had it not been for Victor Hanson, this economic waste would have continued much longer.

Such leadership as this, of course, naturally threw the spotlight on the leader, and now they're talking of Victor Hanson for governor, but that's where it will all end—in talk—for Victor Hanson has but one hobby and he's going to stick to that. What praise he has won from service must end in praise, for he does not want and will not have political office.

Urges Public Service

In settling the strike one sees the vision of the boy again, the same vision that resulted in launching the Birmingham *News* Loving Cup plan, which he announced in 1920, offering a \$500 cup annually to that citizen who best served his city during the year. The first cup was awarded in January, 1921, and the interest in the competition stretched back over almost every day of the year that had gone before. Attention had been focused on service, and the impulse to serve had been quickened. Moreover, attention was directed to public appreciation of public service, and that appreciation was attested in the thousands of letters that poured in from those who were believed qualified to be considered for this honor, the thousands who packed and jammed the theater when the cup finally was awarded and the thousands who were turned away for lack of space.

Succinctly, these points stand out prominently when one takes a "close up" of Victor Hanson: He makes it a rule to see every man, woman and child who calls to see him. He's a member, a deacon and chairman of the finance committee of the Independent Presbyterian Church and takes an active interest in it, especially in all its charitable undertakings. He remains cool and collected under all circumstances, and if he is ever ruffled one would never know it by any external display of emotion. He has never lost his temper in the *News* building and boasts that he has never spoken crossly to an employe in his life. He builds on the news end of his paper,

knowing that everything depends on it. Accuracy is a religion with him. He's a mighty observant man and pays attention to details. He keeps his own office spick and span and insists that everybody else do likewise. His

desk is a model of order and neatness at all times.

In sum, Victor Hanson is wrapped up in the *News* and that's all there is to it—that and work and public service.

With Our Sailors at Jackson, Miss

THEY say that lightning never strikes twice in the same place, but we know to our sorrow that Town Creek has been over the floor of the Illinois Central warehouse at Jackson twice in recent history, and that such a situation is no laughing matter, writes our correspondent at Jackson, Miss.

Historically speaking, rain began falling in the afternoon, Friday, April 15. This is to put it mildly. In fact, it poured. Before dark it ceased, but early in the night it began again and came down in torrents, without stopping, until nearly daylight. According to the Weather Bureau, it rained 6.5 inches in twenty hours, which is "going some."

Long before dawn, Saturday, April 16, the "hurry call" had gone forth from the night men, and employes began coming down in their old clothes, any way they could get down, as a relief brigade. Some in fact were marooned in the outskirts of the city by high water and missing bridges, and did not reach the scene of action until the excitement was over. The warehouse was immediately opened, and the work of raising all freight above the level of the last flood began with a rush. Trucks, floats and all available vehicles were pressed into service.

More Than 80 Tons of Freight

As a result, 166,269 pounds of freight, 83.2 tons, consisting of 2,324 pieces of merchandise, of every conceivable size, shape and character, were elevated about twelve inches above the warehouse floor, on improvised scaffoldings of timber, trucks, empty oil barrels and everything available. All carloads of merchandise on the transfer were pulled by the switch engines, except two which could not be reached, and these were unloaded and the freight also elevated.

By 1 p. m. the crest was reached, and the water slowly began to subside, having risen from four to six inches over the entire floor,

whence it poured in a rushing cataract into the street. The freight was allowed to remain elevated until Sunday, when the floors, having dried, were swept, and the freight was lowered.

Notwithstanding all the conditions and the difficulties encountered, we are proud to report that not one single piece of freight was damaged by water, or otherwise, not one "Bad Order" report was required, and not a complaint was received from consignees.

Scarcely Heroic, but Useful

"All's well that ends well," and we look back now on that busy and damp morning with some amusing memories, although there was nothing funny about it at the time. No railroad employe, big or little, is heroic in appearance while sloshing around in six or eight inches of water, in his old clothes, loaded down with boxes of freight, or pushing a truck, and perhaps, if his luck is bad, slipping down into the middle of the flood. However, everybody worked with a will and a smile, wet or dry, and now that it is all over, we are satisfied with the results.

The main portion of the Capitol City also had its troubles, Capitol Street and various cross streets being flooded to a depth of four feet. Many stocks of goods were ruined, wood-block pavements floated away to Pearl River, and surrounding roads were badly damaged. Altogether it was a wild and tempestuous day, and we hope that it will be the last of such experiences for the Illinois Central warehouse and office and for the city. This leads us to say:

"We like the gentle raindrops,

We enjoy the cooling showers,

But we do not love the downpour

Which lasts for twenty hours.

With Town Creek on the rampage

Life is not a dream of bliss.

We are willing to be reasonable;

We have had enough of this."

Yardmaster Presents Railway Problems to Omaha Hardware Men

Interest Shown Now Is Encouraging, Though Tardy, Says Phil H. Waldorf in Address

Phil H. Waldorf, general yardmaster of the Illinois Central at Council Bluffs, Iowa, addressed the Omaha (Neb.) Hardware Club the evening of May 19, presenting a summary of railway problems. The club comprises hardware jobbers and retailers of Omaha and Council Bluffs. About forty were present at the meeting, which is a monthly affair. The other speakers included members of the club and Joseph Koutsky, city commissioner of Omaha.

In talking to the hardware men, Mr. Waldorf said, in part:

THE railroads are of such vital interest to the nation as a whole that the thinking citizen is today concerned to a great extent in the satisfactory solution of their difficulties.

The public press, magazines and other periodicals have been, and are, devoting a considerable portion of their space to setting these problems before the public and seeking the answer. Railways are a subject of discussion everywhere, on the street corners, in club-rooms and at gatherings of all sorts, as well as among passengers riding trains. It is encouraging to know that these problems are having the attention of the best minds in the country today, and it is to be regretted that we as a people did not devote more energy toward the field of transportation and become more thoroughly acquainted with the whys and wherefores from the beginning, rather than wait until a situation confronted us such as is with us today.

In Session for Four Months

No doubt each of you has read in the daily papers the decisions recently handed down by the United States Railroad Labor Board at Chicago. This board has been in continuous session for more than four months, hearing railway problems in an endeavor to find an answer to those as come within its jurisdiction.



Phil H. Waldorf

One of the decisions was that dissolving what is known as "the national agreements."

Briefly, the "national agreements" not only destroyed the pleasant relationship between the employer and employe, but also caused the railways to pay for work which was not done. As a matter of illustration, it was necessary to put half a dozen men on a job which could easily have been done, as well or better, by one man. This tended utterly to demoralize some railway employes and resulted in inefficient and wasteful practices. Also, the reclassifying of employes automatically increased their wages. By referring to the statements credited to Mr. Julius Kruttschnitt, you can readily understand for yourselves what this meant to the railways.

The need of reducing wages of railroad em-

ployes is one that is to be regretted, although I believe that each one of us, regardless of our professions, vocations, positions or jobs, must lend our assistance to the bringing of everything down to normalcy, and stand our losses, one with another. I would like to quote an extract from an address made by the president of the Illinois Central System, Mr. C. H. Markham:

"As a man who came up through the ranks of the service, I want to say that railway men cannot be paid too much providing they do the amount of work that is represented by the money they are paid. There is no more loyal, efficient, capable and self-reliant class of men in the world than railway men, in my opinion. I speak of the rank and file."

How Present Conditions Arose

I would like to go back in history and make a brief survey of the conditions which brought about some of the problems we are now facing. Some years ago an era of destructive legislation and regulations concerning railroads seems to have visited us, and for a decade prior to the war railroads were not allowed to charge such rates for transportation as would justify extensions and improvements to their facilities and equipment which they should have been making in order to keep abreast of our growing country. I understand the enlargement of railway facilities and buying new equipment are carried on largely with borrowed capital, and, as rates were not sufficient to form a basis of credit, this needed capital could not be invited. As a result, railway construction fell off, no new lines were extended, and the construction of larger yards and terminals, and of needed roundhouses and shops, was sidetracked to a very large extent, although the welfare of the country demanded that they be built or enlarged. The roads could not buy new cars and locomotives or make improvements and repairs to such equipment as they had, and you know the result.

Another factor that affected railways vitally was the war. You remember the railways were taken over by the government at the beginning of 1918, and their entire machinery was utilized to the winning of the war. This was necessary, but it prevented the buying of equipment and enlargement of facilities on even the modest scale which had preceded the war. I quote the following figures:

"During the ten years prior to government

control, the railways added an average of 118,846 freight cars to their equipment each year; during the twenty-six months of government control there were only 46,152 cars added a year. For the same period there were 2,569 locomotives per year added prior to, as against 923 per year during government control; an average of 2,762 passenger cars per year prior to, as against not a single one during government control."

It is far from me to criticize or quarrel with government operation. Each one of us had a modest part to perform during that strenuous period, and we believe we performed our parts well. However, it is necessary that we should appreciate these facts.

I have always believed, and I am happy to say a large number of railway men are of the same opinion, that the Transportation Act, commonly known as the Esch-Cummins bill, is one of the best pieces of legislation ever enacted; so far as the railways in general are concerned. Heretofore, the Interstate Commerce Commission was charged with seeing that the railways did not levy excessive rates, but no thought was given to seeing whether rates were adequate for the railways to function. The Transportation Act, however, makes it the duty of the Interstate Commerce Commission to levy rates which are fair to railway investors.

Cost of Labor Had Increased

When the railways were returned, their owners faced a multitude of complex problems. The old relation between employer and employe had been done away with, and rules and working conditions made to apply throughout the country under widely varying conditions were in effect. The cost of labor had increased more than 100 per cent, but rates had not been increased sufficiently in proportion to offset the increased labor cost, as well as the cost of material. In 1917 the railways of the United States had gross earnings of \$11,250,000 a day, which was increased to \$17,300,000 a day in 1920.

But while gross revenues had been gaining, net income had been depreciating. In 1917 the net operating income of the railways ran at \$2,800,000 a day, while in 1920 this had diminished to less than \$175,000 a day. The railways' labor bill in 1917 was \$4,800,000 a day, while in 1920 it had increased to approximately \$10,000,000 a day, and as now constituted the direct payroll consumes about 62

per cent of the net earnings. Labor also is a big factor in virtually every other item of cost the railway incurs—in railway equipment, supplies, fuel and other material.

Attempt to Remedy Shortages

All of you no doubt remember the acute car situation about which so much noise was made during the past year. That subject was in everyone's mind. In the last year the roads have been making every effort possible to overcome the insufficient and deteriorated facilities and equipment, even going to the trouble of having some of the heavier repairs made in outside shops.

During the past year the Illinois Central System has contracted for more than \$27,000,000 worth of new equipment, a great part of which has now been delivered and is ready for use.

On account of the general depression through the country it has been impossible to judge fairly what the effect of the general increase of rates would be on railway finances under normal conditions. Notwithstanding that they were based on an estimate of normal traffic, some argue that reducing rates would hasten business revival, thus giving the railways more traffic and increasing earnings. I believe the experiment would be a hazardous one, inasmuch as the present rates were fixed to earn an adequate income under normal conditions.

No Reduction Just Now

Railway men are not anxious to keep the present rate level, but desire rates to be reduced as soon as possible; however, they feel that the reduction cannot be made until business is stabilized and the great disparity of railway income and outgo is done away with by the reduction of operating expenses, which must come largely through the reduction of labor cost in the actual reduction of wages and adjusting working conditions to provide a fair day's pay for a fair day's work. Therefore, I do not believe that a reduction is at all possible at this time.

Your attention is called to the fact that railways are absolutely essential to national prosperity, and their failure to function properly has a disastrous effect upon business generally. They, like other lines of business, cannot succeed without earning an adequate net income, and, in order to earn it, their rates must be adequate.

In soliciting a merchant for freight traffic,

he informed me that he was satisfied prices would come down and that he did not anticipate buying anything until next fall, or rather would not have anything shipped before September, and that he was of the opinion that the present alleged high freight rates was one of the causes of business depression. I do not agree that this is true. No doubt the so-called "buyers' strike" which began early last summer had the effect, so far as our domestic trade is concerned, of creating a "no-market" in this country. People did not buy because they were determined to force a lower price level.

Another cause closely aligned with the present railway problem is the present coal situation. Normal buying this year has been very small. During the first six months of 1920 the output of bituminous coal averaged 44,000,000 tons per month, as compared with 31,000,000 tons per month for the first four months of 1921. From June to November, inclusive, last year, open top cars were assigned almost exclusively for the handling of coal in order to prevent suffering, although the winter was one of the mildest we have had in years. There is danger of a large coal shortage this year unless coal buying is carried on to a greater extent within the next few months.

I respectfully call your attention to pages 40 and 41 of the *Illinois Central Magazine*, which I have the pleasure of presenting you, which contains an article on this subject by the president of the railroad by which I am employed.

BOOSTER FOR ILLINOIS CENTRAL

Among the effective advertisers of Illinois Central service should be entered the name of Fred Abrahamson, in the office of the general superintendent of transportation, Room 306, Central Station, Chicago. In addition to volunteering his services for the *Illinois Central Magazine*, which many of the employees have done, Mr. Abrahamson keeps the people of his home town, Winthrop, Minn., fully informed about the Illinois Central and the territory through which it runs. The *Winthrop News* recently carried three columns and a half of a letter he wrote about a trip through Illinois and Kentucky, and he did not leave the readers in doubt as to what railway he traveled over, either.

A Lost Quixote—Short Story

Complete in This Issue

By EARL DERR BIGGERS

LANDLORD "Benny" Sharp of the Crystal Palace hotel lounged in an ample chair and regarded lovingly three friends of his on the shelf behind the bar. These three were brandy, rum, and gin, all so disreputable and time-stained as to label that Sharp alone knew one from the others.

Turning from an inspection of his three cronies to that portion of Kiowa Junction visible from the window, Mr. Sharp was confronted with a less happy picture. In the merciless blaze of the Arizona sun, the town seemed to crinkle and turn up round the edges. The false fronts of the shacks amiably referred to as "business blocks" drooped as if weary of the pretense they preserved; the squat red station crouched close, seemingly for protection, to the redder water-tank. The scattered adobe houses lay blistering in the heat.

Inevitably this scene of parched desolation drove Mr. Sharp back to his liquid friends on the shelf. Sighing heavily, he pried himself from his chair and toddled behind the bar.

"I say, it's hot," he muttered, pouring out that which would make him hotter.

"Doc" Haywood, dozing in his accustomed corner, displayed his usual animation at the sound of tinkling glass.

"Hot!" he sympathized. "It's hotter than Tophet." And then, his discerning eye noting no second glass on the bar, he dropped back into a stupor.

Thus fortified, Landlord Sharp returned to his chair and faced again the dusty prospect from his window. From time to time his thick lips moved in whispered protest against the heat.

Mr. Sharp was a sight at which the gods might weep. Beelzebub, flung from heaven, could have fallen no farther. His face was that deep shade of red that emotion readily converts to purple. The fire through which he had passed had singed away his eyebrows,

leaving mercilessly defenseless before the world a pair of watery eyes long ago washed destitute of color. In that hothouse climate his nose blossomed the year round, regardless of the seasons. Sole testimony of his ancient state, his hands remained thin and girlish, with long, slender fingers, at the sudden sight of which men about to play the faro lay-out in the corner had been known to restore their money to their pockets and turn away.

As Mr. Sharp gazed dully out at the sun-struck town, a bob-tailed train crawled into view and paused wheezily at the station. From this a husky young man alighted, and, after a word with the station agent, climbed the burning street toward the Crystal Palace hotel.

Mr. Sharp made no move to rise and, in his capacity of landlord, welcome a possible guest. Instead, as the young man mounted the steps, he called out to indicate his whereabouts, and listened as the stranger pounded down the hallway, past the hideous "ladies' parlor," to appear finally in the barroom doorway.

"What can I do for you?" Mr. Sharp inquired.

The young man sank into a chair. Benny Sharp noted that he was big and good to look at, with the manner of one who has spent his days in the open fields of "God's country."

"Nothing," he answered. "You can't do nothing. I take the 2:10 train back East."

"It don't stop here," grunted Mr. Sharp, parsimonious of words.

"They'll flag it to slow down, and I can grab it, I guess. Yes—I'm goin' back—back home."

The laws of hospitality seemed to demand of Mr. Sharp some slight interest.

"Where's that?" he inquired languidly.

"Indiana," returned the boy with feeling.

"Say, don't you ever get to longing for a snow storm out in this furnace? Don't you hanker for a chilly morning, when the wagon

wheels creak and your breath's white with the frost?"

It was a disconcerting picture. Mr. Sharp ran his fingers through his hair—a dirty gray in color.

"Now and then," he admitted. "So you're from Indiana, hey? I've knowed a good many from there in my day."

The boy leaned forward quickly.

"Maybe you can help me," he said hopefully. "You're my last chance. I came out here to find a man who left Indiana fifteen years ago. I've tracked him from Seattle down here, and now the trail leads up to Oregon, and my money's gone. So I got to go back—without him. I got to go to her—alone."

He sat gazing unhappily out, past the huddled shacks of the Junction to the silent desert beyond. Regularly from the corner came the snore of the sleeping Haywood. In sympathy with this somnolence, Mr. Sharp yawned.

"What's the fellow's name?" he inquired.

"Stubbs," was the answer. "Henry Stubbs of Greensburg, Indiana."

Mr. Sharp crossed his fat legs, and then, as if he had done it merely to prove that the trick was still in his repertoire, uncrossed them again.

"Seems to me I wouldn't go very far," he remarked facetiously, "to find a man with a name like Stubbs."

The boy's eyes flashed.

"You would if you was me!" he cried. "I'd go through hell fire to come face to face with Stubbs. Oh, I'm lookin' for Stubbs, all right. I want to talk to him. I want to say: 'There's a little woman back in Indiana 'd like mighty well to see you, Henry Stubbs. There's a little woman who's been waitin'—waitin' all these long years, with never a word to cheer her, or a dollar to lighten the burden of running that scrawly, played-out farm.'"

He stood up. His cheeks were aflame.

"Yes, I reckon I'm lookin' for Stubbs. I'm lookin' for him to tell him how, every night for fifteen years, when the six thirty-five train from the West has whistled round the bend, she's gone to the door and shaded her eyes with her hand—her hand, that's skinny and ugly, slavin' for the kids he left behind. And I don't need to tell him, I guess,

how, every night for fifteen years, she's gone back to her work with a sigh, settin' her hopes twenty-four hours ahead to the next night's train. Yes, sir; I want to see Stubbs. I want to ask him where he's been these fifteen years."

Mr. Sharp blinked in awed wonder in the face of this outburst.

"What's Stubbs to you?" he inquired, with his first display of interest.

"He's my father," said the boy, in a lower tone. He sat down again. "I'm Bill—I'm the oldest boy. Five years old I was when he came out here on a get-rich-quick gamble, and since that day, almost, I've had to take his place on the farm. They preach about honorin' your father; but when I think about the load on that woman's heart these years I could strangle him on sight."

"Oh, no," put in Mr. Sharp pacifically. "Oh, no, now."

"But I wouldn't," the boy went on—"for



"Every night for fifteen years when the six-thirty-five train from the West has whistled round the bend, she's gone to the door and shaded her eyes with her hand."

her sake. She wants him. Mortgaged the farm, she did, and sent me out here to find him. She's waitin'. And now the money's gone, and I got to go back—without him. I know how it'll be. The train from the West 'll whistle, and she'll wait in the door—for us. And I'll come down the old Miller road and up the lane past the crooked beech. I'll come—alone."

His voice broke, and he turned hastily back to the window. Mr. Sharp pulled out a very dirty handkerchief and passed it lightly over his forehead.

"Stubbs," he mused thoughtfully. "Stubbs, of Indiana. I don't recall the name."

"It wouldn't be by name you'd remember him," the boy said. "He'd change that. Trust him. Always got on his nerves, that name did. No name for a dreamer, nohow."

"Dreamer?" queried Mr. Sharp.

"Dreamer," repeated the boy bitterly. "That's what Henry Stubbs was. That was what sent him driftin' clear out here, away from a woman a million times too good for him. Read books, he did. His hands was too white for a farm—his soul was too heightened."

His voice rose in scorn.

"Started his fool ways when he was a boy. They talk about it yet in Greensburg. Read lyin' books, and pretended he was a knight, or something. Carved himself a shield and a spear, and every night, when work was over, he used to get on my grandfather's old white farm-horse and ride round town for the folks to laugh at. They're laughin' yet—in Greensburg. Used to sweep down on the kids playin' under the street lamps, and scatter them with his bum spear. That's the kind of a fool Henry Stubbs was—an Indiana Quixote, some called him."

Mr. Sharp's mottled face contorted into a smile.

"A funny kid, sort of," he commented.

"A fool," sneered the boy. "Followed his silly notions out here. Wife, children, home—they didn't count with him. Said he was comin' out here to make a fortune. Him—make a fortune! Said he'd come back with a thousand dollars—that's a fortune in Greensburg—or he wouldn't come at all."

"And he never came?"

"No."

"You never heard from him?"

"At first," said the boy, "he wrote to my mother regular. Said he was doin' well—cuttin' timber in Oregon with a man named Harding. A few months later he wrote that Harding had gone to Portland to sell their lumber, and that when he got his share—two thousand dollars—he was comin' home."

"Well?"

"The next letter was the last she ever got. It was scrawly—discouraged—sort of—well, pitiful, in a way. You see, this Harding turned out a cur—a mean, contemptible cur. He sold the timber and skipped out with the money. Somehow, that seemed to do my—do Henry Stubbs—all up. He said he was goin' to try again, but there was no heart in his words. He never wrote again. Now and then people from home would send word that they'd run across him out here. Some said there was another woman."

He stopped, and his breath came heavily as he gazed out at the drooping town. In his favorite corner, Doc Haywood still snored lustily. With difficulty the landlord of the Crystal Palace extricated himself from his chair and toddled toward his friends on the shelf. He returned smacking his lips.

"You can't believe all you hear," he remarked charitably. "If I was you, I wouldn't add any sin on to Henry Stubbs' list I wasn't sure of."

"I don't intend to," returned the boy. "She says"—his voice softened—"he was a good man. Keeps sayin' that right along through it all. Says he was a man who loved his home and his family. She blames it all on the West."

He turned sharply on the landlord of the Crystal Palace.

"What sort of a country is this out here," he cried, "that makes a coward of an honest man? You yawp about your magnificent distances, and how they draw a man closer to his God. What about their drawin' him a hell of a ways from his wife?"

Mr. Sharp did not, with his accustomed fervor, come to the defense of his vaunted West. Instead he carefully studied the distant station agent, nodding in the shadow of his shack over his copy of a San Francisco paper a week old. Then he passed his hand

tenderly over his ugly chin, red through its bristles.

"I don't recollect," he said, "that any amateur Quixotes ever strayed across my path out here. But then, you haven't described Henry Stubbs very clear yet."

"I've just seen his picture myself, to remember," answered the boy. "She showed it to me the day I left. There in the shabby parlor—her in her old-fashioned black silk in honor of my going—she showed me his picture and talked of him. He was handsome enough, I guess: keen eyes—gray, she said—and curly black hair. Handsome, but the chin was weak.

"She told me he talked like the books he read—always about queer people and places he'd got out of them. Nobody in Greenburg could make him out. 'And every now and then,' she says, 'he'd pass his hand quick before his eyes, like a man brushin' strange dreams away. I'd know him in a million by that,' she says. 'He was a good man, your father was,' she says, 'and I can't believe, somehow, that the years have changed him. If he's dead I want to know it, and if he's alive—I want him back. I love him in spite of all, and I want him back!'"

Mr. Sharp took out a vile-looking cigar, and lighted it.

"Hard luck," he remarked. "So you got to go back without him—without even news of him. That's tough."

"It is," said the boy. "And there's the mortgage to be paid—God knows how that's to be done. And, whether he came back or not, I wanted her to have a little finery, and some comfort, these last years of her life. She's slaved so long—she looks so tired—I wanted her to put on a decent dress and sit down in a chair with a tidy on it, and rest—just rest—to the end of her days. And now—"

The boy sat, his mouth twisted into bitter lines, his eyes fixed on the shacks lying in hot despair on the bosom of the desert. No sound broke the stillness, for Doc Haywood's snore was silenced, and he slept peacefully, his head far forward on his breast. Mr. Sharp, looking at him, envied him his obliviousness to the heat and to the tragic confidences of the youth from Indiana.

In a spirit of broad hospitality, Mr. Sharp suggested a drink. His offer was brusquely

refused—so brusquely, in fact, that he postponed his own visit to the bottle. He had recourse to his dirty handkerchief to cover his disappointment.

Then they sat, silent as the desert, Mr. Sharp seemingly as hot, while minute after minute ticked by, and the hands of the scratched and mutilated clock, back of the gambling look-out's empty chair, crept on toward the hour that must start the boy on his long, unhappy pilgrimage back to Indiana—alone. No sign of life was visible in the picture before them. In the shade of the station the agent was huddled, as soundly asleep as Doc Haywood, over his week-old news.

Finally Mr. Sharp rose, and, walking over to the faro layout, examined carefully the little box of cards. Then he glanced back at the boy; but the latter made no sign. Heavily Mr. Sharp plodded on to the roulette wheel, over which his hand passed with the soft caress of a lover.

"Want to try the wheel?" he asked suddenly, a bit startled at the sound of his own voice echoing through the stillness.

The boy laughed harshly.

"Not me," he said. "I don't care to buy a gold brick, either."

Mr. Sharp assumed a bearing of offended dignity.

"You think the wheel's fixed," he said in a hurt tone.

There was no reply.

"They say that—some of 'em," went on the landlord. "It's a lie. They lose, and then they go away and lie. Your chance is as good as mine."

"Forget it," answered the boy. "I've got my ticket and all of eleven dollars besides."

Mr. Sharp's tone became wheedling. A coaxing smile crept evilly out from its hiding-place in the watery eyes.

"I don't want your money," he argued softly. "It's just to pass the time—just to forget the heat. It's the excitement I'm after. Always start something. Always have something doing. That's my motto."

He spun the wheel invitingly.

In his search for Henry Stubbs in strange pastures the boy had gained some knowledge of those who browsed therein. He felt, now, that Benny Sharp spoke the truth—that, obvi-

ously, a man whose resort was at regular intervals the scene of wholesale gambling could have no mercenary motive in drawing into a game a boy whose fortune consisted of eleven lone and precious dollars. It was the thrill of the game Sharp craved, the boy decided. He would play with his opponent as a cat with a mouse, stretching the contest over as long a period of time as he could. And why, young Stubbs asked himself, might not the mouse, by some chance, outwit the cat? In Mr. Sharp's bloated face there were no evidences of unconquerable cunning.

The boy rose from his chair and walked over to the wheel, with which Mr. Sharp still toyed fondly.

"I reckon I couldn't be much worse off than I am," he said. "Give me ten dollars' worth for a starter. I'll keep the dollar for a reserve fund."

Joy surged into the face of Mr. Sharp as he counted out the chips. He ran his long, thin fingers over the wheel.

"What's the word?" he asked.

"I'll stick to the colors," said the young man. "I don't understand all this other business. The red to win." And he threw half his chips upon the table.

There followed a quick movement of Sharp's clever fingers, and the ball spun merrily round the whirling saucer. Hurdle after hurdle it climbed successfully, then it dropped into the ordained cup—which was red.

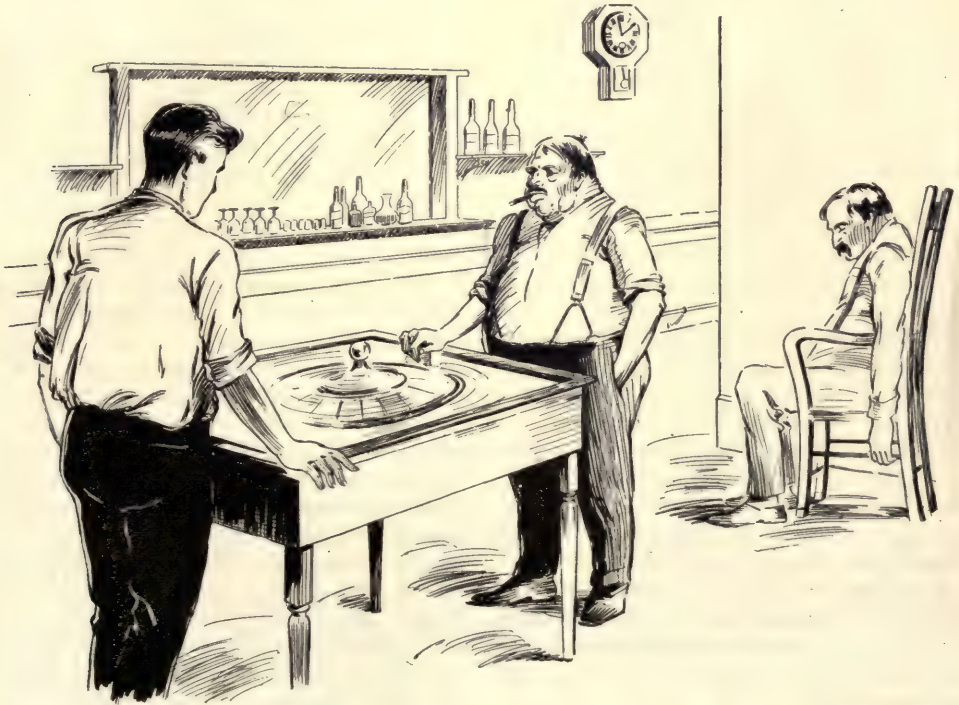
"Your money," said Mr. Sharp nonchalantly, pushing to the visitor his spoils. "Make your bets. She's going to roll."

The boy hesitated. "The red again," he said.

"She rolls," cried Mr. Sharp. Again the ball cavorted over its course, past one metal hurdle after another. Again it dropped into the cup of the boy's color.

"House loses again," commented Mr. Sharp, without seeming interest. "Make your bets."

This time the boy tried the black, with equal success. As the minutes passed it became



"Your money," said Mr. Sharp nonchalantly, pushing to the visitor his spoils. "Make your bets. She's going to roll."

startlingly evident that the thing called luck was on his side. Only at rare intervals did he lose, and then at times when the sum risked was unusually small. The hands of the dirty clock crept toward train-time, yet the pile of chips before him showed no signs of diminishing.

It came to him suddenly, that the game was, for some reason, deadly dull. It seemed as if he and the silent Sharp played at gambling, with a rosewood wheel, an ivory ball, and make-believe chips for toys. Sharp's cigar had accommodately gone out; but, unlike the gamblers of fiction, he did not hold it between clinched teeth. Any perspiration on his brow was due to climatic conditions, and not to excitement over the game. To the landlord of the Crystal Palace the whole affair seemed a wearisome farce—one that must not end too soon.

A weird suspicion shot through the boy's mind. At the same moment he heard the aged clock wheeze out the hour of two.

"Wait!" he cried, interrupting Mr. Sharp's monotonous chant. "It's just ten minutes of train time. This is my last stake—all I've got. About eleven hundred there, I guess,"—he gasped a little as he named the sum—"goes down on the red."

Without comment, Mr. Sharp spun the wheel. It traveled with exasperating slowness round the whirling saucer. After ages of waiting, it dropped.

"All yours," said Mr. Sharp calmly. "This is my off day. Too hot to play. Serves me right."

He waddled to his safe, hidden behind the bar. With an unhappy grunt, he stooped and brought forth a large roll of bills, many of which had yellow backs.

"There's your twenty-two hundred," he said in a moment, placing the roll on the bar. "You better count it yourself, to make sure. You see, I ain't—" He stopped, for he had caught sight of the boy's face.

With young Bill Stubbs' weird suspicion of a moment before had become a bitter reality. He laughed—a harsh, unnatural laugh. His hand shook as he pushed the bills back toward Mr. Sharp.

"It's not your money she wants!" he cried. "It's not your money she watches for each

night on that train from the West. It's you!"

Mr. Sharp turned a startled gaze on the boy.

"What d'ye mean?" he asked roughly.

"I'm no fool," the boy answered. "I know well enough no man walks away from here with twenty-two hundred of your money unless you want him to have it. I'm no fool—I can see all this pretty plain. You gave me this money—gave it to me! Yes; it's a little gift from Henry Stubbs—a little gift from father!"

"What are you talking about?" whined Benny Sharp. "The wheel's straight. You won the money. You're crazy! What are you talking about?"

"God knows, there's little enough of the Henry Stubbs she told me of in you," broke in the boy. "I don't see the keen eyes—nor the black hair. I don't see the handsome face. I don't hear the talk out of books. I've got nothing to go by—nothing—except twenty-two hundred dollars you made me a present of. And that's enough, I guess."

"You run for your train," urged Mr. Sharp. "You got just five minutes to catch—"

"Don't fool yourself," the boy interrupted. "I'm not catching trains just now. I think you're Henry Stubbs, and I'm not leaving Kiowa Junction till I get the truth."

"You're a young fool," Sharp expostulated. "I ain't your dad. All this is a joke, if we just had time to laugh. I ain't your father. Do I look like a dreamy-eyed wanderer from Indiana to you?"

"I should say not!" answered the boy. "Not, I don't see it myself. But tell me one thing; who else besides Henry Stubbs would want to make me a present of twenty-two hundred dollars? Tell me that, if you can."

Mr. Sharp stood for a moment; then suddenly he snatched the roll of bills from the bar and thrust it into the hands of the boy.

"I'll tell you!" he cried, his words rushing out in a torrent. "I'll tell you, and then you hike for that train. There's one other man besides Henry Stubbs might want to give you money. How about Harding? How about Harding—the dog who stole from your dad the money he'd sweat blood for—who stopped him from keeping his honest promise to go back to the woman he loved—who started him on the road to—to his death? Don't stare at

me like that. You got a train to catch, boy. Go back to her. Stubbs is dead—he died in the Yukon. Hurry. Go back—”

The train was whistling over the desert, and the agent had started up the track with his flag as Sharp pushed the bewildered boy down the steps. For a second the young man stood gazing at him, and then, without a word, he turned and ran toward the station. Sharp stood watching him as he snatched the old carpet-bag from the platform and swung safely aboard the train. He remained watching until the great black snake had crawled far out into the desert's blaze.

Then he returned to the barroom, a half smile on his mottled face, and roughly shook Doc Haywood.

“Wake up, Doc!” he shouted. “Wake up and have a drink.”

Mr. Haywood, having quickly digested this

invitation, stood instantly at attention before the bar. Mr. Sharp hastened behind it, and then stood for a moment, facing the three bottles with an unusually serious face.

“Brandy, rum, or gin?” He turned to Haywood. “Which windmill shall we tackle, Sancho? They always put us down and out. They always throw us. And we always come back for another scrap. Which shall it be?”

“What the hell?” began the uncomprehending Haywood.

“Don't mind me,” said Sharp. “I'm wandering, Doc; I've got a bum spear and a white horse—I can hear the thud of his hoofs in the dust.”

He laughed.

“I've got 'em again,” he muttered.

And he passed his hand quickly before his eyes, as a man who brushes strange dreams away.

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How Conductor's Courtesy Has Been Tried

Hopping down from the steps of my train one morning I turned abruptly to assist a middle-aged woman to the platform. As I reached to take her elbow she jerked back rather suddenly. I tried a second time and a third, each in an unassuming way. I did not seem to grasp the significance of her actions. Finally, she blurted out: “Don't touch me; I'm ticklish!”

I wonder if she has ever thought just how ticklish our position is sometimes when we are trying to be courteous or trying to do some little act of kindness for our passengers. We do not always know how our attempts at courtesy are going to be received. We are requested to be courteous to passengers at all times and under all circumstances. If anybody can speak of trying circumstances, we trainmen surely can. For instance, a collector recently told me of this incident.

“A man boarded the train at a suburban station to ride to the next station and handed me a nickel. I told him we had no single 5-cent fares, that the fare would be 10 cents. He looked at me squarely and remarked, ‘I don't believe you.’”

What would you have done? You know

what ordinary men under ordinary conditions would have done. In this case courtesy was obviously the only course. Although it might have taken a little extra will-power, it no doubt saved the other passengers, as well as the collector, much embarrassment and annoyance.

Lack of courtesy, on one occasion, caused me a few minutes of discomfiture. I neglected to step down and assist a woman off the train. She looked up and said: “Huh, the conductor must be tired this morning.” Imagine how I felt about that time.

One little realizes how far-reaching may be the effect of one kind word or action. Regardless of all the rebuffs we receive in our daily work, we must not lose sight of the fact that it is our patrons that make the wheels go around and keep us at work.

I never travel on foreign roads that my attention is not called to the way in which the different train crews handle their passengers. I have come to the conclusion that the Illinois Central passenger men rank second to none in courtesy.

We try to live up to the motto of the Illinois Central, which is: “Courtesy and Efficient Service Always.”—A. E. JOHNSON, *Conductor, Chicago.*

Editorial

"It ain't the guns, nor armament,
Nor funds that they can pay,
But the close co-operation
That makes them win the day.

"It ain't the individuals,
Nor the army as a whole,
But the everlastin' team work
Of every bloomin' soul."

—KIPLING.

A FEW WORDS TO THE FAMILY

Our magazine must be humanly interesting, first, and then instructive. If it is not interesting enough to compel reading, its educational message is likely to be lost. You probably know this as well as we do, but we bring it up here to make it the subject of a message to our contributors.

We are going to do our best to achieve this aim; but we need your help. A story or a picture that has human interest, human appeal, is just as valuable, in its way, for this magazine as the most technical contribution you can send us, for our readers are human personalities before they are railway men and women. If you have interesting material at hand do not pass it by merely because it does not meet a highly technical requirement.

We do not receive from employes nearly enough interesting pictures to allow us to make the selections we should like to make. We want more pictures—Illinois Central views, pictures illustrating current events relating to the Illinois Central and historical events also, pictures of our employes and their families.

At the same time we must not forget the technical side of the magazine's mission. Better railroading must be encouraged in every issue.

The more material submitted, the better our choices can be made. Do not be offended if your contribution is not used in the next issue of the magazine following its submission, or if it is rejected. There probably was something else which fitted in better with the edi-

tor's plans. Each number of the magazine must maintain a balance, and contributors are not always in a position to realize all the elements which go to make up the editors' choice of material. The most noted and successful authors have shelves full of manuscripts that didn't appeal to the editors at first.

Both pictures and manuscripts will be returned to contributors if requested, whether used or not.

Another point: Typewritten material is preferred to longhand. The printers, as well as we, prefer that typewritten contributions be double-spaced.

The Illinois Central family ought to produce, not only the best railway system in the country, but the best magazine of its kind. Your support toward this end is invited. Criticism and suggestions are wanted.

It is our aim to produce a magazine that our fellow employes will look forward to each month, one that they will place on their library tables at home, and encourage members of their family to read.

Another phase of this subject is that of magazine distribution. We want the magazine to reach our patrons, as well as our fellow employes, because they are members of this family of ours, too. An agent in Illinois writes us to commend the magazine and says that hereafter he is going to take his copy of the magazine and place it, personally, in the hands of farmers, business men and laborers in his community and ask them to take it home, read it, and return it to him again for lending to some one else. This sort of co-operation is greatly appreciated.

The magazine is yours. We want you, our fifty thousand fellow employes of the Illinois Central System, to help make it 100 per cent worth while.

WE NEEDED THIS

A staff correspondent of the Chicago *Tribune*, writing from Washington May 25, quoted Senator Cummins in saying that "a reduction in freight rates is unthinkable until railway

operating expenses have been reduced, unless the Congress makes another appropriation to aid the lines."

That is something the country has needed, a statement from a man in a position to know and one whose word carries weight, that rates cannot be reduced at this time. Senator Cummins is such a man; no other statesman not connected with the railways is in a better position to know what he is talking about, and the senator's constructive record is the kind that should inspire confidence in what he says.

Unquestionably the agitation for lowering rates has worked as a restriction upon business. Because of the agitation people have been led to expect that rates can be lowered, and that they will be, and they have been putting off business activities which could be postponed until the question is settled. A business revival is sorely needed at this time, and it is to be regretted that the activities of those who, to be perfectly frank, do not know what they are talking about, should be a hindrance.

Months ago Chairman Edgar E. Clark of the Interstate Commerce Commission made the statement which the Iowa senator made a few days ago. It was hoped that Mr. Clark's statement, coming from a man representing the public on the commission, a man thoroughly alive to railway conditions, would be a check upon ill-founded speculation, but, if it was, it was soon forgotten and the agitation, if anything, has increased in recent weeks.

Samuel O. Dunn, editor of the *Railway Age* and student of transportation economics, contributes a masterly article to the May number of *Review of Reviews*, in which he discusses "What Has Happened to the Railroads." He tells how economic conditions have worked out since the railways were returned to their owners fifteen months ago, how it was impossible then to estimate accurately how the costs of producing transportation would increase through increased wages, increased cost of materials, increased taxes, etc., and how the business depression had worked out in creating the most gigantic traffic slump of railway history in this country. And when he deals with the rate question he doesn't quibble a bit. This is what he says:

"Suggestions for reductions of rates which are not predicated on the assumption of previous and relatively much larger reductions of

expenses betray an ignorance of the railway situation which is almost inconceivable."

The railway men of the country have not been hesitant about letting the people know where the railways stand as regards their financial problems. A number of careful and accurate statements of fact have been published, showing exactly why rates cannot be reduced until there has been—as Mr. Dunn puts it—"previous and relatively much larger reductions of expenses." President Markham made a careful statement on this subject through all the newspapers published on our lines April 1.

While the Iowa senator's statement does not tell us something we didn't know before, it ought to be highly beneficial, because of his acquaintance with, and his disinterested view of, the situation and because of his record for constructive thought and action.

PASSING OF A GREAT AMERICAN

Edward Douglass White, chief justice of the Supreme Court of the United States, died full of years and honors May 19. He was 75 years old. He had been a judge of the Supreme Court more than twenty-seven years, and for more than ten years was its chief justice.

Under the immediate sense of loss that usually attends the death of a great man who is a familiar figure in our public life, one is prone to use the language of exaggeration in dwelling on his life and character. And yet, it is perhaps not too much to say that it probably will be the verdict of history that Justice White was the greatest of our chief justices, save only the towering and colossal form of John Marshall. Fortunately for his fame and for the country, he remained upon the bench long enough to make a definite impression upon the jurisprudence of our time. He participated in the decision of cases involving important constitutional questions, and in cases that had the greatest influence on our public policy. A Southerner, a Confederate soldier, and therefore traditionally a Democrat, he was yet essentially a vigorous Federalist when it came to asserting the completeness of the national power in its appropriate field. His decisions on the authority of the government, acting under the war power, in the field of rate regulation and as affecting the selective draft, ring true to the national spirit. His long line of clear and positive

holdings as to the scope, meaning and supremacy of the Interstate Commerce Act so vitalized the Interstate Commerce Commission that its power is now unquestioned in the field of railroad regulation. His persistent and powerful hammering upon the early views of the court as to the true interpretation of the Sherman Anti-Trust Act so transformed that statute that it became a sensible and reasonable law, under which legitimate business could safely operate, instead of what it once threatened to be—a clog upon industry and a menace to business activity.

To review his opinions would be to write the history of the court for the past twenty years, for it is evident that his influence was felt in all the great cases, if only in dissent. He was a prodigious worker, as his monumental labors attest. His courage was of the finest—that form of high moral courage that fears neither to follow nor to break with precedent if the justice of the course and his conception of the true principles of the law

demanding. He was not to be deterred, either by the clamor of public opinion or by the fear that some would think that he had weakly yielded to such clamor.

It is doubtful if he could be classified as either essentially radical or conservative. He had that necessary qualification for a great judge—open-mindedness. Unquestionably he was influenced by the trend of dominant public opinion. The law is always more or less so influenced. If it were not, it would cease to be a vital force in the life of nations and individuals. But Judge White did not seem to permit his judicial work to be colored markedly by any pre-formed mental attitude as to whether it is best for a people to be radical or conservative. Naturally, to some, all judges seem to be conservatives, since they cannot run wild and decide everything without regard to precedent and constitutional safeguards, as many lay thinkers pretend to believe.

Justice White brought to his work on con-

Things to Talk About

Charges that the railways are bankrupting themselves by paying their officers "fancy" salaries have been revived recently to detract public attention from important issues. The public should know the facts.

The salaries paid the executive and general officers of all the railways in 1920 amounted to only three-fourths of one cent out of each dollar the railways earned, or four-fifths of one cent out of each dollar of operating expenses. If every officer, from presidents down to division officers whose pay is less than that of skilled workers in many so-called "private" industries, had served without pay in 1920, it would have cut only one and one-half cents off each dollar the railways earned, it would have reduced the total railway payroll only two and one-half per cent and it would have eliminated only one and three-fourths cents from each dollar of operating expenses.

There were 22,322 executive, general and division officers in 1920 on all the railways. If every one of these positions could have been done away with, or if the men holding them could have been secured to give their services without pay, it would have had little effect on railway finances, compared with the total payroll.

It is urged that officers' salaries be reduced, the argument put forth being that they benefited as did railway workers generally in the wage increases. The average salary of executive and general officers in 1920 was \$5,442 a year, an increase of 20.7 per cent over 1916. The average salary of division officers was \$3,319 a year, an increase of 66.1 per cent over 1916. But the average pay of all railway workers, including officers, increased 104 per cent between those years. Leaving the officers out of the comparison makes the increase still greater for other grades of employees.

The situation is the same on the Illinois Central System. The salaries of all executive and general officers in 1920 was only one-fourth of one per cent of the earnings of the system, while the pay of all other employees constituted 61.44 per cent of total earnings.

The real argument in the case, however, is not in these figures. A great railway system must have responsible directing heads and to secure the services of men to fill those positions it must pay attractive salaries. If salaries are not attractive competent men will enter other fields. Not only that, but young men in the railway service will find an incentive removed and will seek other fields. One reason why young men of ability are attracted to railway service is the opportunity for advancement. Most of the railway executives of the country rose from the ranks.

stitutional questions a profound and sympathetic knowledge of the history and spirit of our fundamental law. It was a field in which he delighted, and to which his talents were peculiarly fitted. His style in the early part of his career on the bench was admirably clear. Many of his admirers have thought that in his late years his opinions, if not obscure, were often unfortunately phrased, so as to becloud in some respects the thought that occasionally had to struggle to express itself. This change in style was certainly not due to any mental obscurity, for the giant intellect of the judge was never impaired by age or infirmities. It is probable that this obscurity was caused by the judge's effort so to condense his thought as to avoid long and prolix opinions. It has been said, too, that in recent years his eyesight has been bad. This may have interfered with his search for authorities. Certainly it does seem that, as the years passed, he depended less upon decided cases, and was hence thrown more and more back upon his general store of legal knowledge, fortified by the weapons of logic.

As presiding justice of the greatest court in the world, Justice White was a commanding figure. He had the face and bearing of a judge. He carried much flesh without seeming to be obese. In his contact with the bar he was positive and often emphatic, but never discourteous and seldom impatient. He had the habit of closing his eyes during an argument and assuming an attitude of repose. But he was not asleep. The advocate at the bar was often surprised at the alert response from the judge to any statement that challenged his attention. If severity ever marked his attitude, it was due to his impression that the lawyer was uncandid or insincere. To honest and diligent lawyers he was invariably gracious, though his patience must often have been sorely tried.

Justice White was a devoted member of the Catholic Church, and was buried with its solemn ritual. His intimate friends pay a beautiful tribute to the singular purity of his private character. Among his colleagues he was greatly beloved. His tact, his gentleness, and his unselfish consideration for others made him so. He was indeed a great and a good man. He died at the height of his fame, bearing his imperial honors with becoming modesty, recognized as the greatest of our con-

temporary judges, and leaving behind the memory of a superb intellect wisely ordered in the service of the Republic.

COURTESY

Hail, ye small sweet courtesies of life, for smooth do ye make the road of it.—Sterne, "Sentimental Journey."

The practice of courtesy, or lack of it, denotes one's breeding. A well-bred person is courteous by nature; discourtesy is a certain indication of ill-breeding or deficient early training. A gentleman cannot be discourteous, else he loses his gentility and becomes a boor.

"Life is not so short but that there is always time for courtesy," wrote Emerson, in *Letters and Social Aims*. The constant practice of courtesy is an easier task for some of us than for others, but the returns from it are so profitable that it pays, even if being courteous is an effort.

Successful men are courteous. As Tennyson wrote, in *The Last Tournament*, "the greater man the greater courtesy."

The courteous man makes friends. He finds life sweet-savored and worth while. He finds others willing to perform acts of kindness for him. As he smooths the pathways of others, he finds his own smoothed.

No epitaph could be more gracious than these words from *The Merchant of Venice*:

The kindest man,
The best-condition'd and unwearied spirit,
In doing courtesies.

RAILROAD LEGISLATION

The following article by President Markham was published in the June bulletin issued by the Kankakee County Soil and Crop Association:

"Notwithstanding the fact that both freight and passenger rates are high, the railways are far from prosperous. They are struggling through the greatest crisis in their history. In 1917, the last year of private operation preceding government control, the operating expenses of the Class 1 railways were \$2,800,000,000. When the freight and passenger rates were increased by the Interstate Commerce Commission last August, the operating expenses of the same railways were running at the rate of over \$6,000,000,000 a year. Railway wages alone increased

from \$1,700,000,000 to \$3,800,000,000. The railway managers are doing all they can to bring expenses down, but they need the help of the public. The Transportation Act of 1920 provides that for two years the Interstate Commerce Commission shall so fix the rates as to enable the railways of each group to earn $5\frac{1}{2}$ per cent on their aggregate value, and may add thereto a sum not exceeding one-half of 1 per cent. As a whole, they are not now earning anything. Many individual railways are not earning interest on their bonds, and many are not earning their operating expenses.

"The point I wish to make is that the interests of the farmers and those of the railways are so interwoven that there can be no separation. The hope of both is in working together and not in pulling apart. The farmers should be as much interested in helping to bring down the expenses of the railways as are the railways themselves, because in bringing down those expenses lies

the only chance of bringing down freight and passenger rates.

"Above all; it seems to me that the farmers should be exerting themselves to see that additional burdens are not fastened upon the railways. Many seem to lose sight of the fact that those burdens invariably rebound upon the farmers. If one class adds to the burdens of the other, both suffer alike. At the present time there are pending in the Illinois Legislature a number of bills which are doubtless being pressed by those who introduced them in the best of faith, yet, if they should be enacted into law, the effect would be to increase the expenses of the railways of Illinois approximately \$100,000,000 a year.

"Just as the farmer is anxious to improve his farm, every railway manager is anxious to bring the property under his jurisdiction up to a high standard of perfection, but the cost must be considered—more now than ever before. That is true of the farmer as well as of the railways."

Some Good Things to Remember

Don't mock and condemn the other fellow when an error is made, but correct it and show him the right way. Remember, by others' faults and mistakes we correct our own.

Be careful at all times—look where you're going and know where you're looking.

Make your work a pleasure and a duty. Remember, idleness is the downfall of man; so don't let your brains or tools get rusty.

Don't blow off and do a lot of talking when you are not sure of what you're saying—for speaking comes from nature, but silence from understanding.

It is something great to be good, but far better to be good for something. Find out what you're good for.

Cling to the good things that you can see through, just as an insect does on a pane of glass.

Use your brains, THINK. If you held your arm in a sling for a year it would become powerless—the brain will become so likewise if you do not use it.

You don't have to be made president of the firm you are working for to make good—make good at your present occupation if you want to be recognized.

Think before you act—remember, the mob has many heads, but no brains.

The WILL is the SOUL of your work.

When you are giving others a square deal, you are treating yourself.

Never chase a lie—leave it alone. It will run itself to death.

Remember, EVERYBODY knows more than ANYBODY.

Don't get discouraged when obstacles and dark clouds appear before you—remember, man's brightest thoughts are born in his darkest hours.

Be truthful at all times. Remember, falsehood may have its hour, but no future.

Be straightforward and honest. You cannot miss promotion. Remember, every man marks his own value on himself.

Don't brag and argue about what you're going to do, but do it, as a single fact is worth more than a shipload of arguments and promises.

Keep your mind occupied and on your work. Remember, an empty head keeps an empty pocket.

—W. W. SADLER, *Timekeeper, District Foreman's Office, New Orleans, La.*

The Wayfarer

A young man who had been employed several years by a certain railway system as a passenger brakeman became dissatisfied with himself. He felt he was not securing recognition, that life was developing into a routine that would take him into advancing years without the assurance of progress which every ambitious man longs for. He felt that he was capable of handling a better job than he held, but his superiors obviously had not recognized it. He held a council with his wife.

"I am going down to that superintendent's office and tell him a few things," he exclaimed, when his wife had pronounced her sympathy. "I deserve a better job and I am going to have it." He left.

Several hours later he returned, a crestfallen expression on his face, and seated himself without a word.

"What's the matter?" his wife asked. "Didn't you see the superintendent?"

"No."

"Why? Wasn't he in?"

"Yes, he was in all right."

"Well then, wouldn't he see you?"

"Yes, I guess he would. But I sat there in his outer office waiting my turn and watching the people come and go. And I tried to think of what I was going to say when I got inside—what argument I was going to present to show the superintendent I was worthy of promotion. I tried to think of something I had done for the railroad that was more than any other brakeman had done. And I couldn't think of a single thing I had done. So I decided I was on the wrong tack. I'm going to have something to show the superintendent when I talk to him."

Another council with the wife followed, and the young man decided there were several things he could do. He could announce his stations in a clear, loud voice, so that everyone could hear. He could take special pains to see that every passenger was pleased.

He could help women with their luggage. He could have a pleasant word and a smile at all times. The wife was a help, too.

"I have ridden on lots of trains," she told him, "and it seems to me that courtesy and efficiency should be first."

The council was followed by practice, and the brakeman began to notice the friendship which regular passengers held for him. One day a man heard him call a station: "B—— is the next stop. This way out. Don't forget your bundles." He called the brakeman over to him.

"Lad," he said, "I've ridden on lots of passenger trains, and you're the first brakeman I ever saw who was a real brakeman. I'm going to see that you are promoted. You ought to be a conductor."

That man was the president of the railroad. A letter to the superintendent, and the brakeman became a conductor.

"A conductor is an important man," he told his wife. "Lots of things depend on him."

"Yes," she said, "but there are conductors and conductors."

So there was another council, and the conductor decided there were certain things he could do that would make him an outstanding conductor among conductors. In general, they were extensions of the plans he had formed as a brakeman. He put them into practice.

It wasn't very long before the conductor's good work came to the attention of his superiors again, and he was made a trainmaster.

"Now I have arrived," he told his wife, while they rejoiced over his promotion. "A trainmaster is a big man. He has lots of men under his supervision, and he is an officer. We can settle down now and enjoy the fruits of our labor."

But the wife held a different view. She thought the top of the ladder had not yet been reached.

"I don't know very much about trainmasters," she told him, "but I'll bet they are just like beans in a barrel. You want to study them and find out how they are doing things,

and you want to be the biggest bean in the barrel."

A short time after that the new trainmaster went to his first trainmaster's convention. He returned jubilant.

"I've looked 'em over," he told his wife, "and I've decided I'm going to be the biggest bean in the barrel." And he set about it.

It didn't take long for the trainmaster to win a place in the admiration of his superiors, and when a vacancy as superintendent occurred he was chosen to fill it. Still he wasn't satisfied.

But that is where the story ends. It was published a number of years ago in a popular magazine, written by a railway official who had come up from the ranks. He left his readers with the superintendency, for, he said,

"I'm getting too near home now." The article was anonymous.

The Wayfarer missed the article, but he heard it a few days ago from the lips of a general superintendent of the Illinois Central. It might very well have applied to that man. He had come up through the ranks of the train service to his present position. And you may be sure that he is on his toes, trying to show his superiors that he is eligible for another place ahead.

One of the chief appeals in railroading is the opportunity it gives every young man who goes into the service with the ideal of giving the best that is in him for advancement. The positions at the top are not filled with outsiders. They are men who have been section hands, or country agents, or brakemen, or yardmen, or clerks, and who have honestly and loyally applied themselves.

A Farwell Party at Burnside Shops



Our old friend, Frank Leaverton, comes to the front again, writes a correspondent from the Burnside shops, Chicago. Ten years ago Frank's picture appeared in the magazine as "the model man," but this time it is on account of his retirement. The photograph herewith is of a farewell reception given by Burnside employes in honor of Mr. and Mrs. Leaverton at the noon hour, April 26. Mr. Leaverton has completed twenty-four years of service with the company, and on this occasion was the recipient of a watch and chain presented to him by the employes with whom he has

worked. An automobile and flowers were furnished for the use of the honor guests, and music for the occasion was provided by E. Hennessee, the Y. M. C. A. representative. George Hilmes, roundhouse clerk, acted as master of ceremonies, assisted by Frank Plevo, machinist. The speech of presentation was made by R. P. Bamrick, yardmaster at Burnside, and was replied to by Mr. Leaverton's son. Both Mr. and Mrs. Leaverton expressed their appreciation of the honor. Mr. Leaverton's last employment at Burnside was as tool-room tender.

ACCIDENT AND



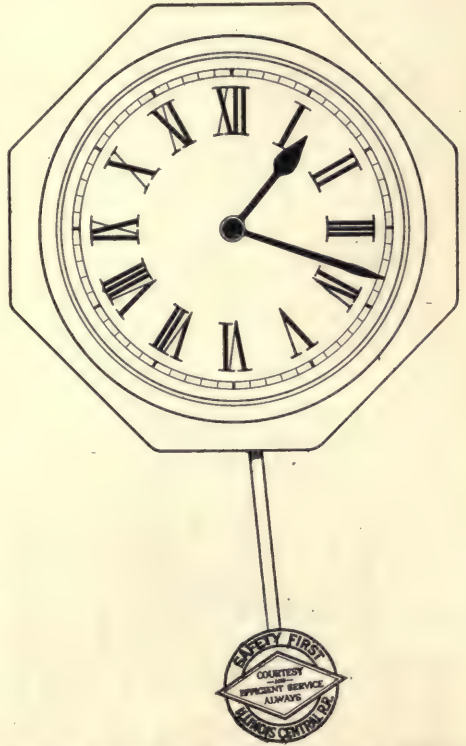
INJURY PREVENTION

Bulletin No. 8

EVERY hour and eighteen minutes an employe of the Illinois Central family was injured during the four months ending April 30. During the same period there was an average of one employe killed every seven days. You may be the next victim to be killed or injured unless you correct your careless habits.

One of our enterprising employes, L. J. Dodge, agent at Jesup, Iowa, who is alive to the necessity for accident and injury prevention, submits his ten commandments on "Safety First," as follows:

1. Thou shalt not "Take a chance."
2. Thou shalt not say in thy heart, "There is no danger ahead."
3. Thou shalt not approach railroad crossings under high rates of speed.
4. Thou shalt not take thy life and that of thy brother into possible danger.
5. Thou shalt not "steal" a minute of supposedly valuable time and thereby subject thyself and others to injury or death by hurrying through a danger zone.
6. Thou shalt not "judge" the speed of an approaching train and say in thy heart, "I can beat her to the crossing."
7. Thou shalt not "bear false witness" and say that thy auto was under full control and that the train was approaching with unusual speed, when the reverse was true.
8. Thou shalt not "swear" that thy animal was the best in the flock, when he was nothing but a "canner."
9. Thou shalt stay on the safe side until thy reasoning faculty has asserted itself; then thou canst proceed and see clearly to pick the mote from thy brother's eye, not having had a "brake beam" rammed into thy own eye.
10. Thou shalt STOP, LOOK and LISTEN, lest thou come before Saint Peter unprepared.



One employe injured every hour and eighteen minutes during four-month period ending April 30

How the Agent Can Build or Break

How the official conduct of the agent can make or break a railroad's reputation in the small town was brought out by Special Agent J. W. Reid, who was a guest and speaker at the meeting of agents at Harrison, Miss., on May 22. Mr. Reid said:

There is a time in most people's lives when they receive most lasting or indelible impressions, and if you were from the country, as I am, you could more readily appreciate this, or better understand just what I mean. I was brought up in the country about twenty miles from the railroad, and had a hard time as I came up, experiencing the few joys and many sorrows of the ordinary run of poor country boys, but I know that the impression I received of the agent at the little station that served my folks and those in the vicinity, has remained with me even to this day.

We all know that the country boys of today are our jurors of tomorrow, and if I were not connected with the railroad, but on the contrary serving on a jury hearing a railroad case, and the agent at the little station to which I referred should testify, I know that I would have the utmost confidence and faith in his testimony, and would absolutely believe every word that he said. I don't know that he ever did anything special for me—probably he gave me my freight a few times after hours—but his general conduct toward me was such as to make the impression that I have just given you.

I want to tell you a little story told by Ex-Governor Stone, in my opinion one of the foremost sons of Mississippi. Years ago, he was an agent at a small station in Northeast Mississippi, and one evening an old negro came in from far out in the country and called for his freight after hours. Mr. Stone said he not only declined most emphatically to give him the freight, but turned on him and said a great deal that was unnecessary. When he had concluded, the old negro walked away, shaking his head, and numbled: "Well, sir, the littler the station, the bigger the agent."

Now Mr. Stone says he was really ashamed of what he had said, for the negro

was ignorant and undoubtedly did not even know that there was a regular time for getting freight. He says that this little simple statement of the negro made an impression upon him that he shall never forget.

Now, gentlemen, we all know that an agent for a railroad, particularly at a small station, is really and truly a big man in the community, and the attitude of all of the citizens toward both the agent and the railroad is governed by the policy he pursues or the attitude that he adopts toward each and every one of them.

Picture to yourselves, for instance, that, instead of being a negro, this was a white man in the story as told by Ex-Governor Stone, and that the piece of freight was a present or something of the kind that every member of the household, possibly consisting of half a dozen boys bordering on their majority, was interested in, and the old man journeyed back home, and as they all gathered around the supper table, lighted very probably by a torch, he would tell his story about not getting the freight and what the railroad agent had said to him—picture in your own mind the feeling that these young men would have for railroads and railroad employes in general for years to come, and

The Panama Limited

Silent as night we make our flight,
Through the shadowy, terminal
zone,

With never a sound but the echo-
ing ground

And our warning bell's clear tone.
We skim and trail along the rail,
Silent, fleet, alone.

Over the trails we haul the mails
That travel afar in the night,
And, whirling down, we pass each
town,

A flare of electric light.
Silent and grim, we trust to Him,
In the rush of our shadowy flight.

probably for their entire lives. This is one of the impressions of which I speak.

I know that we all frequently have a hard day, may not feel well, and know that it is trying when cases of this kind come up, but just think about it, and you will realize that each and every agent sitting here today has within his hand the power to do more real good or more serious harm than any twelve men in any other branch of service.

THE LOUISIANA CROPS

Louisiana is going to come near making an early corn crop record this year unless the weather from now until the first making of the crop changes drastically, is the opinion of Colonel A. H. Egan, general superintendent of the Yazoo & Mississippi Valley Railroad, as quoted in a recent issue of the Memphis (Tenn.) *Commercial Appeal*.

Colonel Egan was back from an inspection trip over the main line of the Y. & M. V. from Memphis to New Orleans. He said along the line of the railroad there was the finest prospect for an early corn crop of consequence he had seen in several years. The corn below Baton Rouge is tasseling and in a few days the ears will begin forming. Farmers in the corn growing districts anticipate a record crop, and he believes they are going to get it.

"In the districts where truck gardening is the principal industry I found people prosperous. They had a good producing early crop of Irish potatoes and sold most of them for good prices. Other crops now coming on will bring in handsome revenues and help put more money in the bank for the individual depositor," said Colonel Egan.

Colonel Egan reported the sugar cane crop looking as good as he had ever seen it. Oats have been cut and shocked. Threshing of this crop will start soon. He saw some wheat below Baton Rouge and the growers of it said they expected more than an average yield.

Keeping in close touch with agricultural conditions along the Yazoo & Mississippi Valley lines is one of the greatest hobbies Colonel Egan has. He is in a position to give some good advice as to the money realization from these crops, because of the close study given

to shipments along the Y. & M. V. from those sections where farmers have within the past few years gone in heavily for truck growing.

IT'S NESTING TIME



This homemaker has solved the problem of high rents and grasping landlords, which prove so terrifying to the youths and maidens who select this month for building their nests. She has made her nest in a trainman's old, rusty lantern.

The lantern-nest was found along the Illinois Central right-of-way, in a clump of grass, near Nortonville, on the Kentucky division. The find was made by Spencer Melton, formerly employed in the bridge and building department of the Louisville & Nashville, and a brother of J. K. Melton of the Illinois Central.

The nest was made by a "ground lark," and if you will look closely you will see three tiny speckled eggs.

Railway Hearing at Washington Brings Facts Before the Public

Interstate Commerce Committee of Senate Calls Prominent Executives to the Stand

THE hearing which the interstate commerce committee of the United States Senate is conducting into the railway situation has been in progress at Washington since May 10. As brought out in an editorial in the *Illinois Central Magazine* for May, the hearing is primarily for the purpose of determining the adequacy of existing railway legislation and giving the public information upon which to base an intelligent appreciation of the railway situation.

The witnesses who have testified, up to June 1, have included: Julius Kruttschnitt, chairman of the board of directors of the Southern Pacific; Daniel Willard, president of the Baltimore & Ohio; A. H. Smith, president of the New York Central; W. C. Wishart, comptroller of the New York Central; Howard Elliott, chairman of the board of directors of the Great Northern; H. E. Byram, president of the Chicago, Milwaukee & St. Paul; Edward Chambers, vice-president of the Atchison, Topeka & Santa Fe, and Samuel Rea, president of the Pennsylvania.

The testimony has dealt with a number of phases of railway problems. The executives have read statements into the records of the hearing and have been closely cross-examined by the members of the committee. Senator Cummins, chairman, has made a number of interpretations of the testimony which have been of unusual interest and should have considerable effect in clarifying the situation as it appears to the general public.

Important Statement by Cummins

The effect of freight rates upon economic conditions and the question of whether the scale of rates should be reduced to stimulate trade have been a subject commanding considerable attention, and the country is indebted to Senator Cummins for the statement which he made May 25:

"Whenever the Congress is willing to make an appropriation to sustain the rail-

roads—another appropriation—I think we can consider the general reduction of rates, but with a situation in which there is no net income shown for the operations during the last year, it is quite obvious that rates cannot be reduced."

Mr. Kruttschnitt of the Southern Pacific was the first witness before the committee and was on the stand five days.

In explaining the great increase in operating expenses of the railroads in 1920, Mr. Kruttschnitt testified that 97½ cents out of every dollar of operating expenses was covered by prices either fixed by the government or by general market conditions over which the railroads had no control. Sixty-four cents went to the payment of wages, fixed by the government; 15 cents for materials and supplies, at government-fixed prices; 3½ cents for other expenses incurred by the government in the first two months of 1920, and 15 cents for materials and supplies, purchased at prices governed by market conditions altogether out of the control of the roads.

Roads Made Wonderful Records

In showing the splendid records which the roads made in operation in 1920, Mr. Kruttschnitt presented these figures:

	Net ton miles.	Revenue passenger miles
1918	440,001,713,665	42,676,579,199
1919	395,679,051,729	46,358,303,740
1920	449,292,355,000	46,724,880,000

Mr. Kruttschnitt went into the rate situation at some length, stating flatly that freight rates were not responsible for business depression and analyzing the economic situation.

"That the stagnation of business is not caused by the cost of transportation," Mr. Kruttschnitt said, "is convincingly shown by the fact that stoppage of buying has caused an over-supply of ships. Ocean tonnage rates have recently been at the lowest point in their history. Notwithstanding these low

rates, ocean traffic shows as great stagnation as rail traffic, and millions of tons of shipping here and abroad are rusting in idleness."

In speaking of the problems with which the roads are grappling, Mr. Kruttschnitt said they had been intensified by the period of federal control.

Must Conduct Their Own Affairs

"The first requisites for the prosperity of any property is the right to conduct its own affairs," he said. "Without this, efficient operation is impossible. It is not a question of revenues and reasonable return as much as one of life and death to every industry in the land. Poor service, no matter how low the rate, is expensive and increases the cost of everything.

"You call us here to tell you what ails the railroads. We have been telling regulatory bodies for years that railroads are subject to the same inflexible economic laws to which all other industries are subject.

"The government, having strangled the railroads into something like bankruptcy, at last removed its hands and permitted a sudden increase in rates that should have been gradual and started at least twelve years ago. We should bear in mind and circulate widely the President's epigram: 'More business in government and less government in business.'"

During Mr. Kruttschnitt's testimony the question of competition with the Panama Canal was brought up, and Mr. Kruttschnitt declared that, while the railways do not disapprove of the construction of highways and waterways by the government, they do object to the "unrestricted use for common carrier purposes of those works, built with public money, to destroy the business of public service corporations built with private moneys and dedicated to public use."

Salaries of Railway Officers

The subject of compensation to railway officers was brought up by Mr. Kruttschnitt, who showed that the wages of employes other than general and division officers had increased from 55 27/100 cents out of each dollar expended in 1917 to 59 62/100 cents out of each dollar expended in 1920, while salaries of general officers had decreased from 1 15/100 cents out of each dollar expended in 1917 to 78/100 of 1 cent out of each dollar

expended in 1920. The salaries of division officers remained practically stationary, in relation to expenses. Their pay constituted 74/100 of 1 cent out of each dollar expended in 1917 and 75/100 of 1 cent out of each dollar expended in 1920.

In his cross-examination Mr. Kruttschnitt emphasized the following points:

That a reduction in operating expenses is the most vital and important point now.

That the proposal to reduce rates in order to stimulate traffic to a profitable point is a "purely speculative" proposal and the roads are in no position to undertake problematical experimentation.

That the present financial plight of the railroads grows directly out of the policies and decisions during federal control in relation to rules and working conditions, wages and prices.

That the Transportation Act should be allowed to have a full and fair trial without being tinkered with.

Situation Is Working Itself Out

Mr. Willard of the Baltimore & Ohio followed Mr. Kruttschnitt to the stand. Referring to a statement made by Senator Cummins that the existing conditions of the railroads constitute a challenge to private management, Mr. Willard said:

"As soon as revenues and operating costs of the railroads can again be brought to a proper relationship, the railroad problem as it presents itself today will have been largely, if not entirely, solved."

Mr. Willard presented figures to show that in spite of the fact that receipts from transportation service increased by 71½ per cent in 1920 compared with 1916, the net operating income was reduced from \$1,040,084,517 in 1916 to \$61,928,626 in 1920. While the public paid the railroads in 1920 for transportation service \$2,574,627,535 more than they did in 1916, the roads were compelled to pay out in expenses \$3,411,321,601 more than they paid in 1916. The increased cost of wages and fuel alone in that period, Mr. Willard pointed out, was \$2,681,869,186.

Some of the most effective testimony given by Mr. Willard was that in which he replied to the statement made before the United States Railroad Labor Board by W. Jett Lauck that the railroads could save \$1,000,000,000 annually in operating expenses.

One of Mr. Lauck's statements was that a saving of \$278,000,000 might be made by

modernizing locomotives. To realize the economies claimed to be possible in this direction would require capital expenditures on the railroads of the country of \$4,000,000,000, Mr. Willard said.

Lauck Savings Not Practicable

Mr. Willard stated that he raised no issue with the proposition that there are possibilities of still further savings on the part of the railroads. He questioned only the practicability of such savings as have been proposed by Mr. Lauck when considered from the point of view which confronts railway managements.

It was because railway managers had not been unmindful of opportunities for economies, Mr. Willard said, that American railroads have been able to carry the freight traffic of the country at lower rates than those in effect in any other country in the world.

"I can hardly believe," he said, "that those who have been directly charged with the financial integrity of these properties could possibly have been less interested in the subject than Mr. Lauck and others, however well disposed, who must of necessity view the subject from a somewhat academic standpoint."

In speaking of the conditions which followed government control, Mr. Willard said that a "chaotic state" pervaded the staffs and employes of the various roads. He explained, however, that he never had seen men doing better railroading than they are at present, this being one of the results of the re-establishment of normal relations between employes and employers.

Says Charges Are Unfair

Referring to charges of interlocking directorates controlling the railroads of the country, Mr. Willard said such statements were made purely for the purpose of creating the impression that, because of the interlocking relationships, such directors were able to exercise a detrimental influence. Mr. Willard said such influence could only be exercised through the chief executives, and he denied that at any time in his experience as president of the Baltimore & Ohio had any effort been made to exert any such influence over him.

"It is unfair and unjust to the whole railroad situation to accuse railroad officials of

being dishonest because some at some time have been," he said.

In reference to charges made before the Labor Board that the roads were unprogressive in making improvements in methods and appliances, Mr. Willard filed exhibits showing that for thirty-eight years the railroads, through the American Railway Association and its technical and expert committees, had been conducting studies and research for improvement in railroad practice.

Mr. Smith of the New York Central, who followed Mr. Willard to the stand, deplored the delay in settling up the accounts of the Railroad Administration.

"I never dreamed that the Railroad Administration would be continued beyond a year after the end of federal control," interrupted Senator Cummins. "I thought it would have settled up its affairs within that time, and such claims as could not be settled could be adjusted in the courts."

Praises Loyalty of Men

Interrupting the reading of a statement in which he was showing the effect of increases in wages, Mr. Smith praised the loyalty and services of trainmen and enginemen. Unlike ordinary workmen, he said, they are specialists—men who have devoted their lives to railroading and who are the backbone of the transportation systems.

The efficiency of a railroad, Mr. Smith said, depends principally upon its men.

"It is estimated that 95 per cent of railroading is human; it is a business of moving things; it is a live thing. At the close of government control labor naturally desired to have rules and regulations set up for their best interests in the future, and the corporations inherited what was awarded to them. Railroad men are no different in their desire than labor in other endeavors.

"These men in this special endeavor of handling transportation on which our country so greatly depends should receive an adequate wage. But after compensation comes results—that is, what labor shall do for what it receives, and that is in a measure where our difficulties have been. It is a matter between management and labor, to be decided on its merits, and will no doubt be taken care of."

Why Some Rates Are Inequitable

Mr. Smith declared that the business de-

pression had been due to the industrial situation, the state of mind of the people being a great factor. He said he believes some rates should be readjusted because successive percentage increases have thrown some of the rates out of line, but that there cannot be any general reduction in rates until there is a reduction in expenses which will assure the earning capacity of the carriers.

Mr. Elliott of the Northern Pacific, in commenting upon the provision in the Transportation Act that rates shall be fixed to earn a fair return, declared that this is not a guaranty, but merely a declaration of principle that under reasonable business conditions railroad property in groups is entitled to a fair return, with rates being fixed to accomplish that.

"A railroad is a complicated and delicately adjusted manufacturing plant, and its product is transportation, manufactured daily and in countless forms, and under widely varying conditions," he said. "Its product, however, must be used as produced; it cannot be stored up for the future.

"Other people are manufacturing other commodities; generally they can raise their prices in prosperous times and can store their products in poor times for future delivery, or close their plants entirely; the railroad has not been allowed to raise its prices to the extent that the manufacturers and producers have, and it has nothing accumulated from the large business of the past few years to care for the present period, and it cannot close down its plant.

Railroad Managements Are Bound

"It is self-evident that the railroad manufacturing transportation cannot, on a falling business, long continue to be a solvent enterprise if it cannot, as other manufacturers do, have some control of its income and outgo and pay wages substantially on the same basis as may be paid by other employers in similar territory. This is not the case today, and the inability of the railroad to adjust promptly its costs to meet depressed business conditions is the chief cause of the present situation.

"Making a general reduction in freight rates will not help solve the present complicated economic and psychological conditions in this country, but will still further reduce the ability of the railroads to survive and become buyers themselves of those articles

which, when they are prosperous, they use in such large quantities."

Mr. Elliott emphasized particularly that there was no inflation of railroad prices to the point where any large profit was received, as was the case with many industries.

"In fact," he said, "no profit was made at all in 1918, 1919 and 1920, so there is no basis for deflation of railroad prices or rates at the present time. Rather, there is a necessity for holding them where they are until the country finds out what will be the results

Working Together

"A chain is as strong as its weakest link."

Think of the Illinois Central System as the chain, and of every employe as a link, and you will realize that the performance of the whole depends entirely upon the performance of each individual. Not only that, but there must be perfect co-operation between all links, if the best results are to be obtained.

A station may be operated in the most efficient manner possible, and may include a number of genuinely interested employes who are in the habit of performing their duties conscientiously, when a careless worker, by a single act of negligence, may destroy hours of labor. At times it is an unavoidable mistake, but usually it is a blunder occasioned by the fact that the employe does not take the proper interest in his work. Every person from the president down who is included in this vast organization should feel, not merely that he is working for the Illinois Central, not that he is an unimportant part of the Illinois Central, but that he is the Illinois Central. He is a link, therefore he is the chain, for if a link breaks, the chain is severed.

Each employe should firmly believe that the Illinois Central is the greatest of all railroads, and he should be proud that he is numbered among its forces. Only by so believing can he make the public realize it, and only in this manner can he do his important part in making the Illinois Central System the strongest chain on earth.—J. E. ALLISON, Agent, Dubuque, Iowa.

on the railroads under the Transportation Act and the orders of the Interstate Commerce Commission and the Railroad Labor Board."

Regulation Has Been Overdone?

In response to requests from members of the committee for specific recommendations as to what could be done to improve the present system of governmental regulation, Mr. Elliott submitted, with recommendations looking toward a more constructive attitude toward railway managements, this statement:

"It is a very grave question whether regulation has not been overdone, encroaching on the field of management, and by dividing responsibility and checking initiative done more to increase costs and therefore raise rates than would have been the case with more freedom of action permitted."

Mr. Byram of the St. Paul denied that the roads are not being operated efficiently and praised the work being done by the rank and file of employes who are seeking to aid the carriers in securing better results.

"It is to be regretted," Mr. Byram said, "that the attitude of some of those who speak for the railroad employes of the country does not tend to promote good service. For some time past efforts have apparently been made to develop the belief on the part of the public as well as railroad employes that the responsible officers of the railroads were not operating them efficiently and economically. It is greatly to the credit of the rank and file of employes of the railroads of the country that they have not been misled by these false doctrines, as is shown by their willingness to co-operate with the managements of the railroads in bringing about the necessary efficiency and economy in their operation which prevails at the present time."

Rate Readjustments Being Made

Mr. Chambers of the Santa Fe gave information that thousands of rate readjustments have already been made by the carriers to restore former relationships or remove discriminations. Mr. Chambers declared that the readjustment downward of freight rates, on lumber from the Pacific coast has not resulted in a stimulation of traffic in that product, while existing rates on coal and grain have not impeded shipments of those commodities.

There has been much discussion of the

rates on citrus and other fruits and vegetables from California, Florida and Texas. Mr. Chambers showed that in the period since the increased rates became effective shipments of these commodities not only have not fallen off, but actually have increased over the corresponding period twelve months previous.

Mr. Rea of the Pennsylvania testified that the government could materially assist the roads in their present difficult situation by completing at once payments still due them from the federal control period. If this were done and the roads were permitted to issue 1-year obligations for the amounts spent by the government for permanent improvements, as would have been done if the roads had themselves spent the money, their present condition would be greatly improved, he said.

Mr. Rea declared that the promises made by the government in taking over the railway properties should be performed in letter and spirit. Under-maintenance claims by the railroads, it is estimated, will amount to more than \$700,000,000.

A Musical Deluge

By F. S. Cerny.

I've heard the sharp staccato of drum-beats from afar; I've listened to the crooning of a darkey's old guitar; a mandolin and violin make light and shaded tone; and in the crash of brass I've heard the dutiful trombone; and e'en the shaking tambourine, with its tinny tinkle, I've heard accompany the flute, to guide feet in their twinkle: I've sat entranced, while o'er the keys slim fingers played their lark; and then again I've stuffed my ears, when I heard the cornet's bark; a clarinet for the "Minuet" is an instrument divine; but the saxophone outdoes it, for "trots" of present-time; an organ, light and soothing, a harp of strumming key add to one's enjoyment, when list'ning attentively; and in phonographic eddies, I've heard the opera stars, making vocal diction to inhabitants on Mars; but when you hear the swishing of two pistons in refrain, you'll agree that the best little warble, is the puff of an I. C. train.

Death Separates Two Old Friends

Death has intervened to part friends of long standing, as will be seen in the two following items, the first an obituary contributed by a friend, the second an account of a happy birthday celebration only a few weeks before.

Burton E. Nichols was born April 1, 1846, at Kankakee, Ill., and died at his home in Cicero, Ill., on April 27, 1921, after a sickness of only a few hours, at the age of 75 years and 27 days. He entered the service of the Illinois Central Railroad Company in 1870 as agent at Kankakee, being stationed there for many years. He was afterward made traveling freight agent of the Illinois division, was later agent at Madison, Wis., and at the time of his retirement was commercial agent for this company at Sioux City, Iowa, a position he efficiently filled for many years. He was retired on pension on May 1, 1916, after a continuous service of 46 years.

"Burt," as he was familiarly called, was a veteran of the Civil War and an active member of the G. A. R., the Masonic and Elk fraternities. He leaves to mourn his loss his wife, Mrs. Annie Nichols of Cicero, Ill., and one son, Henry D. Nichols of Gary, Ind. His friends were legion, and enemies he had none.



Burton E. Nichols

Two friends of many years' standing, M. Dorsey, Illinois Central agent at Mattoon, Ill., and B. E. Nichols of Chicago, celebrated their birthdays together April 1, on which date Mr. Dorsey was seventy years old and Mr. Nichols seventy-five. Mr. Nichols and his wife were guests of the Dorseys at Mattoon. The Mattoon *Journal-Gazette* had the following to say of the occasion:

"For many years these friends have observed the anniversary together. There was a birthday dinner on April 1, and on April 3 both families went to Paxton, where a daughter of Mr. and Mrs. Dorsey, Mrs. H. P. Larson, gave another birthday dinner and invited in Mr. and Mrs. C. H. Brady of Effingham, Agent and Mrs. W. J. Fagan of Odin and Mr. and Mrs. W. H. Harvey of Manteno, all railroad people or with previous railway connections, and all friends of both.

"Forty years ago Mr. Nichols appointed Mr. Dorsey as yardmaster, but he had be-

gun his railway work at El Paso six years before. Mr. Dorsey is one of the most respected and best liked officials of the Illinois Central System in Illinois. He is known as the Lord Chesterfield of the division for his polished manners and his agreeable and tactful handling of a position as full of thorns as a barberry hedge. He was eligible for retirement on a pension five years ago, but the management could not spare such a valuable official, and he has been continued regularly in office from the need for his services."

A MISTAKE IN STATES

Through the courtesy of H. J. Schwietert, general development agent, the attention of the magazine has been called to the fact that the movement of livestock reported on page 39 of the May issue was to Grenada County, Mississippi, from Pike County, Mississippi, and not from Pike County, Illinois.

How the Vegetable and Fruit Industry Grows With Illinois Central

*Work Was Started in "Egypt" in the Early Sixties,
According to H. J. Schwietert*

By H. J. SCHWIETERT,
General Development Agent

THE vegetable and fruit industry had its beginning on the Illinois Central Railroad in the territory commonly known as "Egypt," or Southern Illinois in the Ozark region, and more particularly in Union County, around Anna and Cobden, where the soil is well adapted to orcharding and garden trucking.

It was in the early 60's that the farmers in that territory conceived the idea of growing and supplying the Chicago market with fresh-grown vegetables and fruits, consisting largely at that time of tomatoes, beans, peas, and asparagus in the vegetable line, and berries and early apples in the fruit shipments. Since then some of the very finest peach, pear, cherry and late variety of apple orchards have been developed, and a little farther south in the same territory, the growing of cantaloupes has become a flourishing industry, making additional traffic for this company.

In addition to the above, the sweet potato industry has been developed, and thousands of bushels of this product are placed in dry kilns and storage and sold during the winter and spring months.

Early Development Slow

In the early history of the industry the development was very slow, due to inadequate transportation facilities for handling highly perishable products, and the condition in which the products would arrive in the market was highly problematical. Naturally, the grower was cautious in his operations as to the volume of business he would produce. However, with the introduction of better methods of handling fruits and vegetables by means of refrigerator cars, by carefully packing them in the cars, by standardizing the packages and by having faster train schedules, which insure the shipments' reaching the markets in practically as good

condition as when they left the field, the increased production has grown apace, and the industry has gradually spread south along our line until it now reaches Kenner, La., just north of New Orleans, from which fresh vegetables are shipped to Chicago and other points throughout the year.

Due to the activities of the railroad in its development work and the vegetable and fruit growers' associations, great progress has been made. We give below figures on yearly shipments that are approximately correct at points where the industry has been highly developed:

Shipping Point.	Cars.
Anna, Ill.	800
Cobden, Ill.	500
Makanda, Ill.	400
Alma, Ill.	600
Farina, Ill.	200

Shipments From Crystal Springs

Crystal Springs, Miss., is considered the largest vegetable shipping point on our southern lines. We give below statistics covering shipments from this point:

Year.	Cars.
1915	1,288
1916	1,306
1917 (bad year).....	911
1918	1,675
1919	1,341
1920	1,555

About twenty-seven years ago Doctor Buck of Independence, La., was induced to experiment with a few strawberry plants in his yard, and the experiment proved so highly satisfactory that others were encouraged to try it out on a small scale. From this small beginning the development spread south on the main line of the Illinois Central as far as Ponchatoula and north to Rose-land, until the shipments from Tangipahoa Parish alone this year reached a total of 1,200 carloads.

The total number of carloads of berries

and vegetables loaded by express and freight to May 30, 1921, was 4,388—an increase of 1,008 carloads over the same period for 1920.

The development bureau has been making strenuous efforts to increase the acreage in berries and vegetables, specializing this past season at the following points in Mississippi: Jackson, Utica, Raymond, Fayette, Hermanville, Gloster, Port Gibson, Centerville, Madison, Hazelhurst, Durant and Batesville, the results indicating that there

has been an acreage increase of about 25 per cent.

We are still in our infancy in the development of the territory along our lines agriculturally, but with our unparalleled transportation service for the careful and rapid handling of highly perishable products, the opportunity for development on the fruit and vegetable industries can be extended to the point where the revenue from that traffic will be tripled and quadrupled.

A Wreck That Might Have Been

What might have happened is always a matter of guesswork, but nevertheless the story of wreck prevention is one that never grows old.

It was 3 o'clock in the morning of Sunday, April 17—just the hour when a man wants to sleep the most, especially after a hard week of work. Past the home of Walter Porter, a negro farmer at Lyon, Miss., rolled a freight train on the tracks of the Yazoo & Mississippi Valley. All at once an unusual noise developed—a hammering as the wheels pounded over a broken rail. It awakened Porter. He could hear each wheel as it jumped over the broken place.

Up he got, and out he went to investigate. True enough, more than twelve inches of rail was broken and considerably beaten down below the rest of the track. This piece was over ties, but the impact had beaten the ties so that this piece of rail was much lower.

And then Porter realized that it was almost time for what he calls the "cannon-ball" (No. 12), and that the safety of the passengers on

that train might depend upon his action. So he caught his horse, ran him all the way to Clarksdale and told the agent, who had several men go to the scene at once. They flagged No. 12, fixed the place temporarily so that the train could get over, and then put in a new rail.

A simple story, with no particular climax—but if Porter had rolled over and gone back to sleep that April morning, the number of widows, orphans and cripples in the world might have been slightly increased.



Walter Porter

RESIGNS AFTER 25 YEARS

C. S. Van Antwerp, agent at Blue Island, Ill., has resigned his position after twenty-five years' service with this company.

Mr. Van Antwerp entered the service of the Illinois Central May 10, 1896, in the trainmaster's office at Fordham, where he spent seven years. For the past eighteen years he has been at Blue Island, where he has made many friends for himself and the railroad company.

On Thursday evening, May 5, about one hundred and fifty of his friends gathered at Calumet Lodge, No. 716, A. F. & A. M., and tendered him a farewell reception. The Rev. R. Keene Ryan expressed the sentiments of those present, after which Mr. Van Antwerp was presented with a beautifully embossed testimonial and a ring bearing the thirty-second degree emblem. Lunch was then served, and the meeting adjourned after those present had wished Mr. Van Antwerp success in his new venture.

Since May 17 he has been at home to all his friends on his farm at Paw Paw, Mich.

A Little Chuckle Now and Then—

LIFE

Chapter I.

"Glad to meet you."

Chapter II.

"Isn't the moon beautiful?"

Chapter III.

"Just one more, dear. . . . please!"

Chapter IV.

"Do you. . . .?"

"I do."

Chapter V.

"Da—da—da—da."

Chapter VI.

"Aint dinner ready? Well I'll be * * * !"

—Arcola (Ill.) *Record-Herald*.

In the casual camp at St. Aignan one outfit of negro Yanks was used exclusively in the pick and shovel brigade. Hence the following conversation at mess:

"Man, what yo' all doin' eatin' bean soup wid a fawk?"

"Big boy, Ah hates mah shovel so bad Ah done throwed away mah spoon."—*American Legion Weekly*.

Home—Why do they tread grapes with their feet to make wine?

Brew—To put the kick in it.

"Will you marry me, dearest?" he asked.

"Oh George," she remonstrated, "I'm afraid you only want me for my vote."—*American Legion Weekly*.

An ambitious young man went to a university professor and said: "Sir, I desire a course of training which will fit me to become the superintendent of a great railway system. How much will such a course cost, and how long will it take?"

"Young man," replied the professor, "such a course would cost you twenty thousand dollars, and require twenty years of your time. But, on the other hand, by spending three hundred dollars of your money and three months of your time you may be elected to Congress. Once there you will feel yourself competent to direct not one but

all the great railroad systems of our country."—*New York Evening Post*.

From an Oregon motor guide—"Miles 31.2—Joe's Bluff. Don't call it. Drive slow."—*Boston Transcript*.

"I suppose you're disappointed it isn't a boy?"

"No siree! When I think that women now vote, smoke, go anywhere, wear whatever clothes they like, if any, and that the men can't even have a glass of beer any more, I'm satisfied."—*Carolina Tar Baby*.

"I see a visitor to New York was arrested the other day because he had three hundred and fifty dollars in his pocket," said Church.

"And it wasn't his own money?" asked Gotham.

"Oh, yes; it was proved in court that it was his own money," replied Church.

"Why on earth did they arrest him, then?"

"He was trying to get out of town with it."—*Pittsburgh (Pa.) Chronicle-Telegraph*.

A book agent walked unsuspectingly into an insurance office and before he got through struggling he had signed a policy.—*Youngstown (Ohio) Telegram*.

A Cambridge undergraduate, contrary to regulations, was entertaining his sister, relates the London (England) *Tit-Bits*, when they heard some one on the stairs. Hastily hiding his sister behind a curtain, he went to the door and confronted an aged man who was revisiting the scenes of his youth and was desirous of seeing his old rooms.

Obtaining permission, he looked around, and remarked, "Ah, yes, the same old room." Going to the window, he said, "The same old view"; and peeping behind the curtain, he exclaimed, "The same old game!"

"My sister, sir," said the student.

"Oh, yes," said the visitor, "the same old story!"

"It is a question in my mind," remarked the

dentist who had got up from a warm bed to respond to a cry from his baby, "if a fellow makes most noise when his teeth are coming, or when they are going."—Yonkers (N. Y.) *Statesman*.

A certain railway official has preached economy, in and out of season, until it has rather got on the nerves of the employees. He likes to talk to the men, putting questions which he thinks will bring out their special abilities and demonstrate their fitness for promotion, and recently he cornered a locomotive fireman.

"What would you do," the official asked, "if you saw that your train was heading into an unavoidable collision that promised to be an utterly destructive wreck?"

"Why," the fireman responded promptly, "I'd grab a lump of coal in each hand, yell to the engineer to bring the oil can, and jump!"—*Life*.

Anyone who does not marry is a fool. Consider the picture: My wife and I before the fire—she is sitting curled on the sofa like a dear little kitten. The dim light from the fire is reflected in the ripples of her hair. She is smiling, and her eyes are half closed

and sparkling. How wonderful she is! We say nothing—are too happy for words. Here is heaven on earth.

* * *

Anyone who marries is a fool. Consider the picture: My wife and I before the fire (coal ten dollars a ton)—she is sitting curled on the sofa like a cat (which she is). The dim light from the fire shows quite clearly that most of her hair is false. She is frowning, and her eyes are half closed and threatening. How tiresome she is! We say nothing—there is nothing to say. Ain't married life awful?—*Princeton Tiger*.

On mules we find two legs behind,
And two we find before;
We stand behind, before we find
What the two behind be for.

—Lafayette Lyre.

Jones & Co. employed a homely girl because they thought they could keep her. The following week Sam Smith married her for the same reason.

Many who kiss and make up don't like the taste of the "make-up."



CLAIMS DEPARTMENT

"Ambulance Chasers"

While working as a switchman at Chicago, Ernest P. Carpenter sustained fractures of his right leg and his left ankle, due to coming in contact with a support under the Randolph Street viaduct in the early morning of July 17, 1920. Mr. Carpenter was of the opinion that lawyers could obtain more money from the railroad company than he could, so he employed three different law firms, discharging one and hiring another when they failed to collect the large sum he expected. Finally an action was brought before the Industrial Commission, and the arbitrator allowed Mr. Carpenter compensation which the company was originally willing to pay him in settlement, and out of this amount he paid his lawyers.

Later, writing to the claim agent about the matter, Mr. Carpenter says, among other things: "D—— those 'ambulance chasers' with their salve—they should all be hanged. Truly, I am sorry that I had any of them."

It is unfortunate that injured employes do not learn this bitter truth until after their claims are disposed of.

Getting Back to Normalcy

Since April 23 there have been tried on the Illinois Division five lawsuits. Four concerned collisions with automobiles, and one was a case in which a boy 11 years old was killed on a public crossing.

All five cases went to the jury for consideration, and in all five cases verdicts were returned for the defendant railway.

We feel that the juries who considered these cases were made up of men of the average jury in the average case, and that, because the company was fortunate in securing a favorable verdict in each and every case, it is not to be taken that these juries were men whose sympathies and inclinations favored the railway, but rather that the cases presented were such that the equities of the situation were with

the railway. It was right for the railway to be excused from payment and wrong for the plaintiff to be rewarded.

It must be understood that, had it been shown that the railway was at fault, these same juries would not have hesitated in awarding substantial damages.

It is the duty of the claims department to be able properly to select those cases which should be tried—which, if properly prepared and presented, we should be likely to win—and to avoid, if possible, suit and trial of cases that are likely to be resolved against us.

Owe Lives to Fireman

When the Illinois Central recently built its new bridge across Rock River at Dixon, Ill., every precaution was taken to prevent persons from risking their lives by going on this bridge, where they might be struck by trains. A planked footway, convenient for the use of trainmen, was dispensed with, lest it might attract others to the bridge. After its completion, a watchman was stationed at each end of the structure to compel persons to keep off. Since then large signboards at both ends of the bridge have stood as a constant warning.

All this meant but little to two of the local youths, who, probably in search of adventure, took their lives in their hands, hied out on the bridge just in front of a northbound passenger train, and got enough of a thrill to do them for the rest of their lives.

One of them was hanging by his hands from the end of a bridge tie, dangling over the water, while the other was trying to climb out into space when his red shirt was spied by Fireman G. I. Fry of the passenger train just in time to bring the train to a stop.

All Is Not Gold That Glitters

The local newspapers publish from time to time writeups of lawsuits against railroad

companies, showing the result of a trial. In cases where the railroad company loses in the trial court, the articles are often used by soliciting lawyers and their emissaries to induce injured persons or claimants to begin a lawsuit. Unfortunately for the injured person, the concluding chapter of the story is not always told, but after the lapse of a year or two another article appears in the same paper with a different ending. Here is an illustration of two write-ups appearing in the *Galena (Ill.) Gazette*, run nearly a year apart, telling of the route and final resting place of many a lawsuit:

June 9, 1920. The damage suit of Garrett Pluym vs. Illinois Central Railroad Company, which has been occupying the attention of the circuit court for several days, was concluded last evening when the jury returned a verdict in favor of the plaintiff after being out two and one-half hours. The jury awarded the plaintiff \$600, including attorney's fees. The attorney for the defense argued for a new trial before the court this morning, but the new trial was not granted. It is rumored that the case will be taken to the appellate court.

March 19, 1921. The case of Garrett Pluym vs. Illinois Central Railroad Company, which was tried at the last May term of the circuit court of this county and in which there was a verdict in favor of Pluym for \$330 and \$225 attorney's fees, was reversed by the appellate court yesterday.

Pluym brought suit against the company for some cattle that were killed on the track near East Dubuque on the night of June 13, 1916. He had bought the cattle a day or two before that date and put them in pasture west of the Illinois Central track. There was a very high stage of water at the time, and the cattle swam across the railroad right-of-way, broke the top wire, got on the railroad track and were killed.

The case has been tried twice in the circuit court, the first trial resulting in a directed verdict for the railroad company, from which Pluym appealed, and the case was reversed and remanded; in the second trial, in which the case was submitted to the jury last May, a verdict was returned as above stated against the railroad. The railroad company appealed, and the appellate court found that the com-

pany had constructed and maintained, at the place where the cattle got on the railroad track, a suitable and sufficient fence and that the company was not liable for the loss.

The court decided that the company was not expected to fence against a high stage of water, and that the water in the Mississippi was a 14.6-foot stage when the cattle were killed. M. H. Cleary appeared for Pluym in the circuit and appellate court, and Martin J. Dillon appeared for the railroad company.

How the Report Helps

If all engine crews would give a little more time and intelligent thought to making reports of accidents, instead of simply stating, "Struck mule; impossible to help it," the immense drain on the treasury through stock claim payments would be considerably reduced, writes A. A. Dodson, claim agent at New Orleans.

Mr. Dodson cites the case of a mule killed at New Orleans in January. The owner of the mule refused an offer to compromise and sued the Illinois Central. The report of the engineer—"made out in an intelligent manner," Mr. Dodson points out—showed that while the train was running about fifteen miles an hour the mule approached the track on the inside of the curve, from the fireman's side. The fireman, mounting his seat, saw the mule just as it stepped on the track and was struck. He called to the engineer, who immediately stopped.

Engineer P. F. Mumford and Fireman H. J. Joyner told their story in a straightforward, intelligent fashion to the judge of the city court in New Orleans, who immediately ordered a verdict for the defendant. The plaintiff appealed to the court of appeals, where the same evidence was given and the same verdict returned.

Prevention of Stock Claims

The killing of livestock on the right-of-way on the Illinois Central and the Yazoo & Mississippi Valley is a matter of serious importance from two points of view, one being the risk incurred of derailing trains and causing probable injury or loss of life to employes or passengers. The other is the enormous expense to the railway in the payment for stock killed.

Of course, as long as trains are run and

the right-of-way is not protected by stock-proof fence, there will be some stock killed. It should be the purpose of the officers and employes to take the situation as it is and do everything possible to minimize this loss, hazard and expense.

On my territory we have tried several experiments. The foremen have all been instructed to drive stock off the waylands, and to keep right-of-way gates closed. We have gone so far as to put on special stock watchmen in some localities, and through these efforts we have doubtless prevented the killing of a great many head of stock.

I am now trying another experiment, and I believe it is resulting in some good, although there is no way to tell just what has been accomplished. A great deal of stock killed in this territory is the property of negro farmers and tenants. In my various trips over the road on a motor car, I call upon negro preachers, negro school teachers and the more prominent negro farmers, as well as the owners or managers of plantations, and explain to them what the killing of stock means in the loss of food at a time when people are starving, and the loss of money to the owners of the stock as well as to the railroad, at a time when the financial situation in the country is extremely critical.

I hope by this method to get the negroes living adjacent to our lines interested to such an extent that they will keep their stock off of the right-of-way—L. E. WHATLEY, *Road Supervisor, Greenwood, Miss.*

He Wouldn't and He Didn't

Ferd Althoff lives in Teutopolis, Ill. Ferd is engaged in the farm implement business—and incidentally the lawsuit business, as the occasion seems to require.

On the last day of last August a brother of Ferd's by the name of Harry was driving Ferd's second-hand car along certain divers and sundry highways in the county of Effingham, Illinois. It was a beautiful afternoon, and along toward the closing hours of the day, while the sun was yet high, he did betake himself thither to cross the Illinois Central tracks north of Mason, Ill. Yea, two miles north of Mason, with his view in both directions unhindered and undiminished.

It was that hour of the day when there is

due on that crossing, at the same hour and moment as was Harry, the Panama Limited, going south. In the preparation of the time card no consideration of that fact seems to have been observed by the railway company. As a counterpoise to that reality, Harry seems also to have been lukewarm and indifferent. All these trivialities tend to make up an interesting moment sooner or later in the lives of those participating.

Harry, in his splendid achievement of propelling the car, came near pulling a "boner" on this crossing and escaping contact with the Panama entirely, whereupon the whole dramatic production would have been a failure. As it was, the end of the pilot beam came in contact with only about a nickel's worth of the automobile, but in some way the entire nervous system of that car seems to have been wrecked and shattered and to have become sick, sore and lame.

Nearly four hundred feet to the north on the right-of-way was growing a small patch of popcorn—little, low-down, measly popcorn. Harry complained about this popcorn's interfering with his view. The track is five feet higher than the rest of the right-of-way, and the engine is still fourteen feet higher than the track, but Harry saw only the little popcorn and missed observing the locomotive entirely. He could particularize upon the kernels in the little nubbins and the chaffy, crackling leaves as they rasped each other under the blistering summer sun of that August day, but to rumbles and crashings of a mighty monster, such as a gigantic locomotive, Harry was supine and inert.

It was here that Ferd took a hand in the game and launched out on a campaign of "No bell and no whistle." He said he would make no compromise and give no quarter to those who had ruined that car, and he didn't.

We have always been admirers of that great statesman, Henry Clay. He was called "the Great Compromiser." He believed in the give-and-take doctrine. He was willing to negotiate, see both sides, pick out the best of both and make a settlement, a compromise. That is what the railway tried to do with Ferd. It coaxed, begged and besought Ferd to be reasonable, not to have a lawsuit, and to accept something as a compromise.

But he said he wouldn't, and he didn't.

He started a suit—had a splendid suit. All

the embellishments were there: That is, it cost money; took men away from their ordinary pursuits of life; the lawyers howled with their customary howl; all the bunk that is usually bunked around a case was bunked in this one. Oh, it was a regular suit; no doubt about that.

But how about Ferd? Well, the jury said Ferd should not have sent Harry out; further, that Ferd should have a driver who can distinguish popcorn from a locomotive, or, when he insists on a collision, have a real one, and not just be content to get the off-side nut on the far corner knocked off and then raise a row about a little thing like that, and popcorn.—C. D. C.

Better Be Safe Than Under Sod

Someone very truly said, "A fool used to blow out the gas, but now he steps on it." For the first three months of 1921, three lives have been snuffed out and nineteen persons injured in automobile grade crossing accidents on the Illinois Central System. This is an increase of one killed and five injured over the corresponding period of last year. The open season begins, and the harvest will be large unless care is taken by automobile drivers in crossing railroad tracks. The Clinton (Ill.) *Morning Journal* of April 27 calls attention to deaths by auto accidents, as follows:

"The auto death season has opened very early and with very disastrous results. From all sections of the country, from even the most remote corners, come the reports of accidents in which lives are lost.

"The auto as a death-dealing machine has far outstripped the railroad in effectiveness and precision.

"It is rare that railroad passengers lose their lives as the result of accidents in the operation of trains.

"The perfection of signaling systems and their general installation, the improvement of roadbed, heavier rails, the substitution of steel for wood coaches, shorter hours for the employes responsible for train operation, all have tended to make steam railroad travel safe and secure.

"But the dangers from auto driving increase. Both drivers and pedestrians are in a continuously growing danger to life and limb.

"Drastic regulatory laws and well-enforced

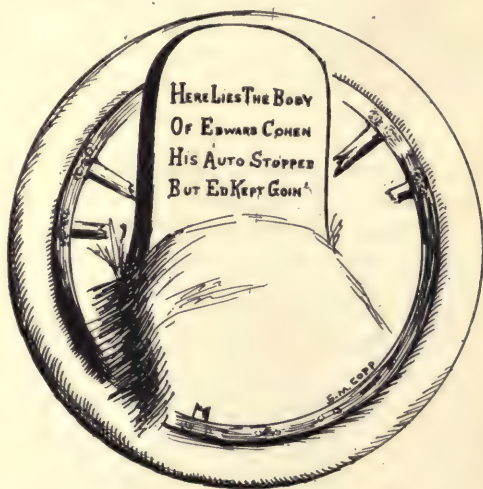
city ordinances have no effect in slowing up the speeding, careless, negligent or neurotic driver who jeopardizes his own life and the lives of countless others in his hurry to get somewhere.

"Collision between trains and automobiles at railroad crossings are, almost without exception, inexcusable. The responsibility for safety is upon the auto driver, and he understands it.

"An ounce of caution would save scores of lives who meet death at grade crossings.

"Stop, look and listen" was designed to protect life at such dangerous places.

"The average driver is willing to look and listen, but he is not willing to stop, hence the smash-up."



A WESTERN ANNIVERSARY

Veterans of many a cab and caboose, of railroad offices and yards, gathered together to renew old acquaintances, revive old memories and to tell the younger generation how they "used to do it in the good old days" when the pensioned employes of the Southern Pacific Company's Pacific System met at their annual luncheon Tuesday, May 10, in San Francisco. It was the fifty-second anniversary of the driving of the last spike at Promontory Point, Utah, May 10, 1869, which joined the Union Pacific and Central Pacific systems and formed the last link in the first transcontinental railroad line. About 700 were present at the luncheon.

What Patrons Say of Our Service

A Little Service Note

From the *Nine Line City News*, published by the Chamber of Commerce, Freeport, Ill.: A Freeport citizen offers the following as an indication that travel service is really improving: "I wanted to go to Kansas City last week. It was necessary to get there at 8 a. m. I walked into the I. C. Ticket Office, asked the agent if I could connect with the Burlington at Mendota and reach Kansas City by 8 a. m. The answer was prompt and in the affirmative. The instant I asked for a ticket a clerk in the office grabbed the receiver from the phone, called the Pullman office in Chicago, and had my berth reserved actually before the ticket was written out. Some service!"

Courtesy at a Trying Time

President C. H. Markham is in receipt of the following letter from C. H. Morse, Jr., of Fairbanks Morse & Company, Chicago:

"I want to express to you my appreciation of the very excellent service rendered by various employes of the Illinois Central Railroad, particularly on the Seminole Limited.

"During my father's illness, I was obliged to make the round trip to Winter Park, Fla., four different times; and on each one of these trips I received every possible consideration which would tend to make my journey as comfortable and as pleasant as could be.

"On the last return trip, at which time I brought back my father's body in a special car, the attention and courtesies from employes could not have been better; and I want you to know how much all of us appreciated at that time the attention shown."

Good Service at Both Ends

The following letter is from David G. Joyce, McCormick Building, Chicago, Ill.

"Believing that good service deserves commendation just as much as bad service should receive condemnation, I am writing you in regard to the excellent way in which S. C. Baird, your district passenger agent

at Jacksonville, Fla., has taken care of myself and friends during the past two winters.

"I have a home and spend three or four months at Miami each winter, but make very frequent trips between Chicago and there and from Jacksonville and other points. Also, during that time I usually have a number of friends who are visiting me, going back and forth. Between here and Jacksonville I always use the Seminole Limited, on which train I have always received excellent service. The way in which Mr. Baird has taken care of myself and friends on many occasions with regard to reservations, connections, etc., has been extremely gratifying and very helpful in the case of some business trips which I have had occasion to make. He has helped me a great many times in securing reservations on other roads out of Jacksonville, when it was necessary for me to use them, such as the Seaboard over to New Orleans.

"I am simply writing this to call your attention to the fact that Mr. Baird is certainly a good man to make friends for the Illinois Central, and he has gone out of his way many times to help me in instances in which the Illinois Central did not directly benefit.

"I should also call your attention to the fact that I am also receiving the same kind of good treatment from your city passenger agent here, A. U. Sawbridge, who has also taken very good care of me during the rush season when it was necessary for me to travel back and forth on the Seminole on account of business.

"This all tends to get business for the Illinois Central passenger department from myself, my friends and their friends."

Uses the Panama Limited

The following letter is from Dwight B. Cheever, of the law firm of Cheever & Cox, 1133 Monadnock Building, Chicago, Ill.

"As I have in the past sent you some complaints, perhaps you would like some good news from me.

"Yesterday your Panama Limited stopped

at Flossmoor and let off Mrs. Cheever and the rest of my family, completing their six and one-half months' residence at Biloxi, Miss. Both Mrs. Cheever and her mother, Mrs. Vallette, were very enthusiastic about the courtesies extended them on the entire trip, all of which was very beautifully arranged by Mr. Sawbridge, with the assistance of your Mr. Mitchell of New Orleans. If I were chairman of the board of directors of your company or the controlling stockholder, the party could not have had better attention. The stopping of this wonderful train at Flossmoor, both going last fall and returning yesterday, was of very great service to all of the party of five, and I am very grateful to you for permitting it.

"I particularly want to congratulate you on having such an efficient employe as Mr. Sawbridge, who not only arranged this trip for the ladies but also with great skill and extreme courtesy arranged several winter trips for me personally."

For Panama Limited Engineers

The following neat compliment for engineers on the Panama Limited was written by Thomas P. Jackson, 4601 Harrison street, Kansas City, Mo., to S. B. Mitchell, city passenger agent at New Orleans, La.:

"The trip on your pet train, the Panama Limited, was a thoroughly enjoyable one from every angle. My business, as you know, takes me all over God's country, and I can truthfully say that I have yet to find a better train than the Panama Limited. Service, equipment and courtesy can be found a-plenty on that train. And one word for your engine drivers. They make it possible to get as good a night's rest as though you were in your own bed at home. I can't say as much for dozens of other roads, where I have been banged and knocked about in my berth until I would give up trying to sleep."

A Newspaper Man Pleased

Willard E. Carpenter, publisher of the *Evening Courier-Herald* at Lincoln, Ill., re-

cently addressed the following letter to Agent A. H. Wallace, at Lincoln:

"We very much appreciate the interest which you have shown in locating the five rolls of paper that went astray before reaching your line. It was an unfortunate occurrence for us, but we fully realize that you hastened the arrival of the paper by giving it the personal attention that finally had it transferred to the Illinois Central, when it was delivered promptly.

"It is service of this kind that has made us appreciate you in Lincoln, and while we realize the Illinois Central has many positions of greater emolument and title that you would ably fill, we sincerely hope that no inducement will be offered that might take you from us.

"In appreciation of your assistance we shall order further consignments of paper, shipped by the Illinois Central."

Made a Fire for the Patrons

H. H. King, of the Chicago Motor Bus Company, 1124 Rosemont avenue, Chicago, Ill., recently wrote to President C. H. Markham as follows:

"I should like to call to your attention the courtesy and consideration shown the patrons of your road by Station Agent S. R. Crawford at Genoa, Ill.

"This station is not generally open on Sundays, but on Sunday, May 1, 1921, due to the fact that the train scheduled to arrive at 7:40 p. m. did not reach Genoa until 10:20 p. m., your Mr. Crawford opened the station-house, and, as it was quite cold, lit a fire and kept us informed from time to time as to the progress the train was making, not leaving until he had seen us all safely aboard.

"At various times when I have been at Genoa, I have remarked the unfailing courtesy of your Mr. Crawford and his seeming desire to be of the greatest service to everyone, and have intended, a number of times, writing you regarding the exceptional service your patrons receive at this station, but, having failed to do so in the past, I wish to make the best of the present opportunity, and, through you, thank Mr. Crawford for the many courtesies he has shown me."



Storing Material

By G. W. RICE

Division Storekeeper, Memphis, Tenn.

HAVING had some experience in moving of store stocks from one point to another, I have always found that the first thing necessary is to have suitable racks built for the material to be stored, having a bin for each item, all bins properly labeled, showing material they contain, and the stock arranged in sectional order. After the stock is so arranged, stock books should be written in sectional order and in the order that the material is stored.

With the items neatly stacked in the bins and stock books written to correspond, it is an easy matter at stock-taking time to cover the entire stock in a short time, and the material so stored and properly labeled permits the taking of stock by men, if necessary, who are not thoroughly familiar with all items of material. An arrangement of this nature in the storehouse not only facilitates the taking of stock, but also expedites the service of the counter and affords an education to storehouse apprentices.

Proper Arrangement Necessary.

The unit system for material on shelves at this point is not used to any great extent, as with the majority of items, if properly arranged in the bins, one can tell at a glance the quantity on hand. Of course, in such bins as contain powders, nuts, washers, nails, rivets, etc., their constant use gives the storehouse men the benefit of knowing the amount the bins contain. Please bear in mind that the bins above would represent only broken packages, the main storage being taken care of in original containers in the wholesale room or some other part of the storehouse. The practice of opening up packages is guarded against as much as possible to insure only a working stock in the bins, leaving a

balance on hand in original containers for shipment if necessary.

Material stored on the outside, such as castings, tires, driving axles, knuckles, etc., in my estimation should all be stenciled at time of receipt with white lead, showing pattern number, sheet reference, size or class of engine. This will avoid the necessity of rehandling material at stock-taking and other times, hunting for pattern numbers, or the measuring and checking up with blue prints to secure size or sheet reference. This material should be stacked in units or groups, with stock-books written accordingly, to permit accurate and prompt checking of stock at stock-taking time.

Where Markers Should Be Placed.

On items such as bar iron, finished lumber for buildings and cars, 1-in. and 2-in. lumber tie plates, rail joints, etc., I believe the unit system should be used to avoid the necessity of recounting the entire stock each time it is desired to know the quantity on hand. To do this the piles should be graduated in sections, with a marker designating the amount on hand in each section. These markers can be placed on the pile itself, but where certain bins are used for piling a certain size item, such as iron, flues, pipe, etc., I believe the bin contents should be marked on the standards of the bin. Marking of this nature will furnish the person taking stock at a glance the quantity on hand. Oil tanks should be properly gauged, which I believe is a common practice.

Some roads advocate the perpetual inventory of every item of material carried, whether in storehouse bins or in the yard, and run the unit system throughout the storehouse, in fact on all items, but as yet I have not been convinced that we would receive sufficient returns for the time and expense involved. With the stocks properly arranged, good stock-books written up to

coincide with the material as stored, the proper placing of material in bins and the unit marking of items on the outside as mentioned, I feel that considerable will be accomplished in the way of an economical method to insure monthly checks being taken properly and promptly.

Things We Should or Should Not Do

Have you talked to your merchant, coal dealer or any of your friends to find out if they are routing their freight over other lines that could be routed over the Illinois Central?

When breaking ice, always sweep up the small lumps. You may walk back over them and cripple yourself.

Fix that leaky water hose.

Keep things moving; don't stop.

Don't be satisfied until you get every foreign car off your division. We don't need them. We have system cars standing idle. Why pay per diem on foreign cars?

Help yourself. This means results. Results mean income to the company. The company's prosperity is yours. It's up to you!

Let everyone get interested in the "No Ex-

ception" campaign. Exceptions can be decreased and must be decreased.

Get all the scrap from fence to fence and get it off your division. Disposal of it means money in the treasury.

Pick up those scattered grain doors. You will need them when the grain begins to move.

There are some live and intelligent workers procuring freight business among employees. They are to be congratulated. Are you open for congratulations?

Talk moving of coal at this time. If all take advantage of stocking up when business does open up, someone is liable to suffer for the want of coal. Just think of those cold, wintry days that are sure to come.

Have you ever contributed anything to the *Illinois Central Magazine*? You certainly must have some good ideas. Let the company have the benefit of them.

Have you returned all of your surplus stationery? If not, do so. It may save the purchase of some forms that you have on hand.

Clean up that old dirty corner in the freight house. You know what corner I mean.

Talk for business for the Illinois Central whenever opportunity presents itself.

One Short a Year This Agent's Record

That the opportunity for service to the company is relatively as great in the small town as in the city, that care will keep down claims, and that there is something in a name is proved by J. W. Loyal, agent at Narrows, Ky., who recently addressed the following self-explanatory letter to T. E. Hill, superintendent at Louisville:

"I have just read an article in the February issue of the *Illinois Central Magazine*, which was written by C. H. Williams, agent, Jackson, Miss.

"This letter is interesting to those who desire to keep down claims.

"I am one of the many 'small' agents. I do not handle quite so much freight as most agents do; therefore, I do not have so many chances for claims, though a shortage will cost the company just as much here as it would in a larger place.

"I have been trying to keep down shortages here as best I could. I have failed to do this in many instances, yet my record is

not so bad as it could have been. In checking over my short orders, for which claims were made, I find them as follows:

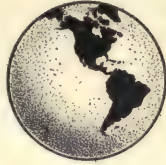
1.....	December 21, 1914
1.....	April 17, 1917
1.....	June 8, 1917
1.....	August 9, 1919
1.....	December 7, 1918
1.....	March 12, 1919
1.....	May 10, 1919

"This makes an average of about one each year for seven years. Is this record as good as it could have been? If not, why not? If there is a record on the Kentucky Division that will beat this, I would like to hear from it. Should each agent co-operate and work to keep down claims, as Mr. Williams has outlined, it would not be long until claims would be forgotten.

"I will appreciate any suggestions that will enable me to show a better report on short freight."

PUBLIC OPINION

What the



World thinks

ROBBING RAILROADS

A short time ago a Holmes County farmer filed a claim with the Y. & M. V. Railroad for \$250 damages on account of the alleged killing of one of his hogs by a train.

A claim agent was assigned to the case who must have been from Missouri, for he politely asked to be shown. The dead hog was found in a pasture just off the right-of-way with a wound in the side. It looked suspicious, and, to make a long story short, the investigation developed proof that the hog had not even been on the right-of-way, but was gored to death by a bull.

There are a lot of folks in this state, as elsewhere, who are ordinatorily honest, but they have no compunctions of conscience whatever about robbing a railroad whenever they get the opportunity. The owner of this particular hog probably would not enter a store and steal \$250 out of the cash drawer, neither could he be induced to rob a bank, but he was quite willing to tap the railroad's cash box for \$250 to which he was not entitled.

In a majority of our courts there has been a healthy improvement of public sentiment on this subject in recent years. Juries no longer give verdicts against railroads merely because they are railroads. In a few of the counties there is still room for improvement in this respect, but it is gratifying to see that, in most instances, juries recognize that corporations are as much entitled to the square deal as individuals.—*Jackson (Miss.) Daily News*, May 22.

SHOULD NOT BE URGED NOW

A few days ago, a motion was made and carried in the Grenada County Chamber of Commerce that a committee be named to request the Illinois Central Railroad Company to erect a shed over the railroad tracks where passengers board trains in Grenada

and to cover stock pens. We are advised that Mr. A. D. Caulfield, superintendent for this division, has answered the committee, stating that under the circumstances it would be impossible at this time to comply with the request.

It is our judgment that the matter should not be urged on the railroad now. Unless those who ought to be in position to know are either misinformed or are fooling the public, and we do not believe this to be the case, the railroads are stretched like a wet shoestring now, hence it is an unwise policy to insist on any expenditures that can be avoided. We believe that this will be the position of the Chamber of Commerce when the matter is again called up. This is the time for every good citizen to pull with every other good citizen; for every loyal American enterprise to co-operate with every loyal American enterprise, and to suppress any possible local selfishness.—*Grenada (Miss.) Sentinel*, April 22.

SAVES PARISH MUCH MONEY

The Illinois Central Railroad deserves much credit for the excellent manner in which it handled the washout situation on its lines through Mississippi during last week.

The most torrential rain observed in Mississippi and Louisiana for twenty years fell on Sunday night, causing all streams to overflow and inundating the railroad tracks in several places. Traffic was delayed for many hours; but the Illinois Central crews were soon on the job, and traffic was restored almost to normalcy by Wednesday.

Despite the washouts, the Illinois Central shot through fourteen cars of berries Tuesday, and Wednesday all cars necessary to handle the crop were rolling.

People do not appreciate the fact that the Illinois Central is a railroad, and at the first opportunity the harpoon is stuck into its

hide. Had we been living on some of the jerk-water lines operating in Louisiana, then the berry crop would have been a total loss, for it takes some of the roads a week to clear a small freight wreck. How long would it take them to rebuild bridges and many miles of track?—Ponchatoula (La.) *Enterprise*, March 25.

THROUGH RAILROAD SPECTACLES

Boldly challenging the opinion, so generally expressed, that a reduction in the present high freight rates will bring a revival of business, C. H. Markham, president of the Illinois Central Railroad and one of the eminent authorities on transportation, declares that present rates have little to do with general business conditions at this time, and that to reduce tariffs out of hand without waiting to see if there shall be a sufficient revival of trade to justify reductions, would be a serious and dangerous experiment.

Speaking to business men, he says that one of the great factors of business revival will be stability of the business of railroad-ing. "The volume of business in this country," asserts Mr. Markham, "will not increase until the man who buys has made up his mind that stable conditions have been reached. That time, I hope, is not far off and I implore that we all have patience."

To prove that freight tariffs are not in any way impeding business, Mr. Markham quotes many rates and phases of declining commerce. With a certain class of lumber selling in Chicago a year ago at \$53.50 a thousand feet, which included freight charges of \$8.50, the railroads could not find cars enough to handle the business. This year the same lumber is selling in Chicago at \$41.34, including freight charges of \$11.34. Despite the fact that lumber is offered at \$12 a thousand less than it was a year ago, no business is moving.

A year ago cotton sold for 40 cents a pound. Last November it was 15 cents, and now it is 12 cents. Mr. Markham, who is an authority on the cotton industry, declares that if the freight rate were taken off entirely not a bale of cotton would move that cannot move with the present freight charges. The railroad chief does not insist that freight tariffs are just right and should not be changed. He contends that the future of

the railroads must be settled before the tariff tinkering is done. He does not maintain that prices should not be brought down, but asks only that the public withhold judgment until the interstate commerce commission shall have thoroughly investigated the situation and rendered its decision. "The interstate commerce commission is a responsible body. It is the physician in charge of a very sick man," he says "and it is not for us to recommend a cure when we have the greatest specialist of all on the job."

In behalf of the railroads it must be acknowledged that the business is not like a manufacturing plant—to be shut down when business is poor. The railroad must keep going all the time, and it is required by law to maintain a certain standard. Fixed charges must be met and money raised to take care of these. The establishment of credit can only be secured from freight and passenger earnings. If the traffic is light, the tariffs must go up, for if the roads are to continue to operate they must earn the funds to pay the expenses.

Mr. Markham's argument in defense of the railroads is logical and receives the support of many business men. There are, however, many in the business world who declare that rates on many basic commodities such as coal, grain, livestock and other raw materials are so high as to prove extremely burdensome in many localities.

Whether such burdens can be eased, at the same time doing full justice to the roads themselves, is the question which the federal commission must determine.—Anaconda (Mont.) *Standard*, May 1.

GOOD WORD FOR ROCKFORD

"I have long been impressed with your forward-looking city," declared President C. H. Markham, of the Illinois Central, upon his arrival here.

"Rockford, in its natural beauties, its acquired beauties, its growth and its prosperity, is an outstanding city in all respects.

"If I were asked to state what I consider its most dominant feature, I would say it is the vision, ability and 'pull-together' spirit of its business men, for such is reflected in the city's growth from a little more than 31,000 inhabitants in 1900 to approximately 69,000 in 1920—

an increase of 123 per cent in a period of twenty years.

"This is also manifest in its more than 450 manufacturing industries, and in the fact that it is the second largest furniture manufacturing city in the world.

"Rockford's natural advantages alone would not have attracted all these industries. Her natural advantages were merely the foundation upon which your business men have builded so successfully.

"I predict that Rockford's growth and prosperity of the past, brilliant as it has been, will seem small in comparison with its growth and prosperity of the future. I am proud that the Illinois Central has long been identified with the growth and development of your wonderful city. In all your plans for the future, so long as I am its president, I pledge the Illinois Central's heartiest cooperation."—Rockford (Ill.) *Register-Gazette*.

SAFETY FIRST IN SCHOOLS

Principal E. George Payne of the Harris Teachers College, St. Louis, is a leader in a distinctive phase of safety-first effort. In this phase, without relaxing energy in inculcating in the general public the habits tending to accident-prevention, it is held that the best results are obtained by catching the citizen when young and impressing on him from early age the principles that ought to be kept in mind and form a guide during all his remaining years. In other words, Doctor Payne's idea is that by teaching safety first in the public schools as other important branches are taught, special regard to accident-prevention is made to extend over a longer period of the average life and the pupil comes to man's estate with a firmer, more intelligent grasp of the entire subject than he could acquire in any other fashion.

Of course, after instruction of this kind had been given in the schools for a considerable length of time, its results could be measured by the prevalence of accidents in industry, in rail, highway and water transportation, in the miscellaneous activities of adult life. Just now assembly of highly interesting data on the value of this part of the public school curriculum to the children themselves, those who still have the subject under study, is made possible. In the three

years, 1917, 1918 and 1919, the public utility fatalities to St. Louis children of school age numbered forty, an average of 13 1-3 a year. In 1920 they numbered but two. In 1917 the fatal accidents from all causes to children of school age were fifty. In 1920 they were but twenty. Notwithstanding the enormous increase in the number of automobiles operated, the deaths among children due to automobiles increased but two since 1917.

The only known factor accounting for this exhibit of relative and actual decreases is the introduction of safety-first instruction in the schools in 1919. The exhibit is equally significant when carried into detail. Comparisons among schools seem to show a variation in fatal accidents proportioned to the length of time and thoroughness with which the new subject is studied. Schools most disadvantageously located in respect to near-by car lines and congestion of traffic in adjacent streets are placed on a parity in serious accidents with schools in the quietest residential neighborhoods.

Probably the figures on nonfatal accidents would be just as interesting, were complete figures for such a showing obtainable. In adding safety-first principles to the preparation given our children for their life work, we provide a safeguard for their own protection. What part of the public school training could be more practical?—St. Louis (Mo.) *Globe-Democrat*, May 25.

AN ETERNAL TRUTH

All the wild ideas of unbalanced radical agitators the world over, in their ignorant and pitiable quest for happiness through revolution, confiscation of property, and crime, cannot overthrow the eternal truth that the one route to happiness through property or government is over the broad and open highway of service. And service always means industry, thrift, respect for authority, and recognition of the rights of others.—W. G. SIBLEY, in the *Chicago Journal of Commerce*, May 14, 1921.

MARKHAM SOUNDS WARNING

Will the public, which consists of all coal users, allow itself to be caught napping this year, or will it profit by experience and lay

in a supply early while coal is more easily and quickly obtained at a lower price?

C. H. Markham, president of the Illinois Central Railroad, has issued a timely warning. He calls attention to the proverbial car shortage in the fall, when every business wants cars at the same time, and mines run short of a supply. That makes coal difficult to obtain and affords the dealer so inclined an opportunity to raise the price to the consumer. Many coal-consuming manufacturers act as foolishly as the householder and pay the forfeit. Mr. Markham calls attention to the inevitable when he says:

It is clear that unless coal dealers and consumers profit by the lessons of the past and begin at once to lay in necessary fall and winter supplies another coal shortage will be brought about.

More than 250,000 open-top cars are now standing idle. Nearly one-half of the open-top equipment of the Illinois Central is idle. Coal operators are in a position to produce and the railroads are in a position to move a large tonnage of coal.

It is a timely warning, and coal consumers will take notice or stand the consequence.

As for the individual consumer in Birmingham, high-grade coal good for grates and furnaces is obtainable for \$7.50 to \$8.50. There is coal that costs more, but fuel satisfactory for home purposes is obtainable at these prices.—Birmingham (Ala.) *Age Herald*, May 3.

RAILROAD LABOR'S DEFENDERS

Labor would probably willingly endorse its well-meaning defenders if they would merely confine themselves to blackguarding Wall Street, and capital generally. But union leaders with a capacity for reasoning are naturally embarrassed by such a defense as that offered by the New York *World* of May 12. Speaking of the fact that, in spite of actually lower cost of transportation from Texas to Liverpool, 40 per cent of that state's cotton crop is still unmoved, the *World* editorial says:

Accordingly, says Mr. Kruttschnitt, the high rates are not responsible for the low volume of traffic. Good. Then by the same token the high wages which he chiefly complains of are not responsible for the low volume of traffic.

This might be called the prize *non sequitur*. No railroad manager in his senses ever said that high wages were responsible for low traffic. His practical mind could not possibly connect the two things, for the good reason that they are unrelated. The *World's* equation does not balance. The

heavier the freight carried, in fact, the more hopelessly bankrupt must nine-tenths of our railroads become if they continue to pay the present scale of wages. If there are no net earnings from operation, if operating costs are 101 per cent and over, every additional ton carried makes them more insolvent.

Of course, the high wages are not responsible for the low volume of traffic. They are responsible for the small or non-existent net earnings. And then the *World* goes on to say that:

The railroad experts will not get anywhere with their problem before Congress until they begin to tell Congress in plain terms just what is the matter.

Anyone using the accepted processes of reasoning wonders where the *World* critic thinks he is going, or if he is merely contented that he is on his way. Be it remembered that the high wages have been ordained by Congress, not merely through the railroad administrators, but by the Adamson law of 1916 and the Esch-Cummins act itself, whose first result was a wage increase of \$500,000,000 out of \$1,300,000,000 asked. There is no other reason for impending receivership for all the railroads but a bare half-dozen, and no other railroad problem is before Congress or the American people.

Closed shop, crippling working conditions and wages in excess of those for the same service in any other trade constitute the legacy of government ownership. The railroad problem is labor. If we solve that, we automatically solve the problem of credit.—New York (N. Y.) *Wall Street Journal*, May 13.

SAVE MONEY FOR YOURSELF

The Illinois Central Railroad, through President Markham, the other day printed a statement in the *State-Times*, paid for at advertising rates, in which the head of this great railroad system urged upon the people of Baton Rouge the importance of buying their winter coal now.

The advantage of this is so obvious that it should hardly be necessary for a railroad or a newspaper to point out the need of buying coal now.

Coal is cheaper now than it will be in the winter, when the demand is at its peak, and coal is plentiful now. In the winter it will probably be scarce and high.

The railroad is interested in the coal prob-

lem from a traffic standpoint. At the present time it can move coal without difficulty. It has plenty of cars and plenty of motive power for this purpose. There will be no delay in getting coal moved from the mine to the consumer.

Seven or eight months from now not only may coal itself be scarce, but cars in which to haul it and motive power with which to move it may not be obtainable.

We should all draw a lesson from the coal shortage of last winter. During the early spring of 1920 coal was to be had at reasonable figures. By fall it was so scarce that it could not be bought at any price in some cities.

Those who bought their coal early saved money for themselves.

The same will probably be true this year. Make certain of your coal by getting it now.
—Baton Rouge (La.) *State-Times*, May 3.

THE WASTERS

Railroads, through inefficiency of managers, waste billions annually, union labor tells the Railroad Labor Board.—Chicago dispatch.

The "Iliad" and the "Odyssey" were not the works of Homer. The Homeric legend is not more based upon truth than the stories of the adventures of the Homeric heroes.

Shakespeare was a man-about-the-theater, his genius a pleasing myth. Works attributed to him, bound under his name, should be attributed to somebody else, albeit the identity of the writer has not been established definitely.

George Washington was more politician than patriot. He was the favored son of his country, by no means its father. The fable of his fatherhood is more fictional than the story of the cherry tree, and that was, maybe, borrowed from a Chaldean source.

Abraham Lincoln was a man of luck, created, as history reveals his dimensions, by circumstances of the times in which he lived.

Thackeray didn't know how to write novels. Dickens fooled the publishers and the public. The Bible is folklore. The dictionary is opinionated. The pride of Americans in what they have regarded as the mighty achievements of the constructors of American railroads is a typical example of false pride.

A footing up of the figures relating to the

transportation enterprises of the United States would show appalling mismanagement, all but incomprehensible waste, and shockingly poor results, the outlay considered. The "giants" of railroad building were mere white collar boys, leeches upon the stockholders, who blindly permitted themselves to be bled.

It is saddening to contemplate the ingenuousness of the people of America, who have regarded the period of the development of transportation in the United States as heroic, when it was a matter of fact horrendous because of slipshod management. It was a spectacle of bungling and slacking.

It is melancholy to recall the bamboozlement of railroad employes in the past to whom the quality of the service, the spirit of the forces employed out upon the line and in the central offices was a matter of pride, and to whom "the road" was an inspiration.

Waste, waste, waste. All was waste. From the rocky coast of Maine to the California beaches; from the Lakes to the Gulf, money was spread on the right-of-way, poured into rivers. Civil engineers who planned grades, tunnels, bridges were paid as much as a good old negro aunty in Mobile or Macon now gets for washing car windows eight hours a day. In all ways, at all times, money was spent as if the management was composed of drunken sailors.

Consider the result! We have the greatest mileage of railroads in the world, and, with rates so high that they all but stifle the traffic, they cannot pay labor war prices for time and for overtime, and make buckle and tongue meet. Could anything be more disgraceful to railroad management and to a people which has taken a fatuous pride in what has been foolishly called "the conquest of the continent" by steam transportation?
—Louisville (Ky.) *Courier-Journal*, April 25.

WHAT A MAN READS

I live in a great city and go to and from my work on the transportation furnished by a public utility. I study the faces of the people about me. They are never the same, and change kaleidoscopically from day to day. A good many of them are stupid; not a few are kindly and sympathetic. But on every trip I notice here and there the pseudo-intellectual countenance of

the fox, the beady eyes of the rat and the snapping jaws of the wolf. And wherever I note these phenomena of the human face I note also that it is as nine to one that its nose is buried in some newspaper, periodical or book in which the traditions of this country and its established order are assailed.—JAY E. HOUSE, in "The Biography of a Small Town," from the *Saturday Evening Post* of May 7.

STOP IT

It would seem that intelligent human beings would learn a few things, especially the necessity of protecting their own lives and the lives of those whom they profess to think a great deal of.

It would seem that, with all the publicity given in regard to automobiles being crushed and human lives snuffed out beneath the wheels of passenger and freight trains in various parts of the country, that the average automobile driver would use some degree of caution when approaching a railroad crossing.

And yet the average automobile driver gives no pause to such things and judging from the manner in which they speed their automobiles over railroad crossings, with trains rapidly approaching, would seem to indicate that they really enjoy laughing into the very face of death.

Only a couple of days ago a citizen of this city was driving his car containing two ladies and several children in the vicinity of the Packing House railroad crossing. The Y. & M. V. train was coming, and the engineer blew his whistle and blew it long and strong. The automobile driver saw the approaching train, and the engineer saw the automobile. It was reasonable to believe that the automobilist would stop his car and permit the train to whiz past. But not so; he was determined to clear the crossing before the train passed. He was pleasure-riding and could not afford to wait one minute, even though that one minute meant protection of human life—his life and the life of every inmate of the car. He managed to clear the tracks, however, but the cow-catcher of the engine did not miss that automobile six inches.

Suppose he had been just a second slower,

or suppose that the engine in the automobile had gone dead just as it reached the tracks, what would have been the result? Disaster simply hung upon every revolution of that automobile's wheels, and simply luck prevented a terrible tragedy.

Stop that kind of practice, friends, and stop it before a human life is unnecessarily sacrificed. Safety first should be our motto, and safety first demands that we use precautions when approaching railroad crossings.—Natchez (Miss.) *Democrat*, April 24.

Neither Bird Nor Beast



Odd-looking, but extremely useful, this saddle-tank switching engine No. 2510 represents the smallest type of motive power now in use on the Illinois Central. Originally consisting of thirty-four engines, this class has now dwindled to fourteen, two of which, the one pictured above and No. 2518, are in use at the Burnside shops at Chicago. The figures for this type are as follows: cylinders 16x24 inches, driving wheels 48 inches, weight 67,000 pounds, tractive effort 15,232 pounds. At Burnside the opinion is that the shops couldn't get along without these midgets.

A CHICAGO OFFICE ROMANCE

Claude Keaton Drake, refund clerk in the passenger department, and Miss Margaret Lillian Hart of the local treasurer's office, both of Chicago, were married Saturday, May 14. Owing to the illness of Mrs. Drake's mother, the honeymoon had to be postponed until later in the month.

Law Department

Station Clock More Than Ornamental

If an Alabama court is correct, railroad employees must see to it that clocks in a waiting room are correct to the minute. In a recent case, (Louisville & Nashville Railroad Company vs. Clark, 87 Sou. 676,) it appeared that a woman depended upon a clock in a waiting room to inform her when a train would probably arrive. The clock was seven minutes slow, and she missed her train. The court held that the clock was evidently put in the waiting room for the convenience and guidance of travelers, and that the company must see to it that travelers were not misled by it. The judgment secured by the plaintiff was reversed on other grounds, but the court was emphatic in its declaration that, while no duty rested on a company to place clocks in waiting rooms, yet if they were installed, it was negligence for the company to allow them to be incorrect. The court in its opinion states that, so far as its research goes, this is the first "clock case" which has ever been reported.

Some Research in History

A suit out of the ordinary, but of the greatest importance to this company, has recently been won in the Supreme Court of Mississippi.

Some time ago suits were brought against the Yazoo & Mississippi Valley Railroad Company by Washington County, Mississippi, and the city of Greenville, in which the county sought to be declared the owner of \$100,000 of the capital stock of the Y.&M.V. and the city of Greenville sought to be declared the owner of \$50,000 worth of the stock.

The case required a search to be made through the ancient records of the company. It was based upon the fact that the city and county in 1883 subscribed to the capital stock of the long since defunct Memphis & New Orleans Railroad and Levee Company. That company was organized in Washington County to build a line from Leland to the Issaquena County line. This railroad company issued bonds. Default having been made in

their payment, the property was foreclosed and passed into the control of the Louisville, New Orleans & Texas Railway Company, which afterward was merged with the Yazoo & Mississippi Valley.

Of course, the foreclosure of this mortgage and the sale of the property to pay the mortgage indebtedness wiped out the stock. However, the county of Washington and the city of Greenville claimed that the entire transaction was a fraudulent one, and that they were at this late date entitled to be declared owners of stock in the Y.&M.V. Railroad Company, the consolidated corporation.

However, the chancellor and the supreme court found little difficulty in agreeing that the transaction was *bona fide*, that the Y.&M.V. had paid its good money for the property, and that no fraud had been practiced.

The case was handled for the Y.&M.V. by Charles N. Burch, general solicitor, and by Leroy Percy of Greenville, local attorney for the Y.&M.V. in Washington County. Much of the credit for the gratifying results is due to the efforts of E. A. Smith of the general office, who gave a great deal of his time to searching through the files and records to establish the facts.

First Case Before a Mixed Jury

So far as the records of the law department show, Local Attorney A. D. Kirk of Hartford, Ky., has the distinction of being the first of the company's attorneys to try a railroad case before a jury upon which the fair sex was represented. In the trial of a freight claim case, the style of which was J. C. Vinson & Son vs. Illinois Central Railroad Company, heard at Hartford on May 4, a jury composed of six women and six men brought in a verdict for the railroad company.

The claim was that the railroad company had delayed a shipment of summer goods bought from the Baltimore Bargain House. It is fair to assume that the women on the

jury were particularly competent to pass upon this case, in view of the inference drawn from the name of the consignor, and the averment in the petition that bargains in summer dresses were involved.

In any event, the railroad company did not cause the delay. The result of this case is a favorable omen indicating that women jurors have a keen sense of justice, even where corporations are involved.

Should Consignee Inspect Goods?

In the case of *Bernie Mill & Gin Company vs. Cotton Belt Railroad Company*, 228 S. W. (Mo.) 847, the Springfield, Mo., Court of Appeals discussed the question of whether a railroad is liable as for the conversion of the goods where it permits inspection contrary to the provisions of the bill of lading.

The shipment moved on order bill of lading with instructions to notify a certain person at the destination. The bill of lading contains this paragraph:

"Inspection of property covered by this bill of lading will not be permitted unless provided by law, or unless permission is endorsed on this original bill of lading, or given in writing by the shipper."

No provision of law required inspection, nor did the shipper give his consent in any way. The railroad permitted the person to be notified to inspect the goods, and they were rejected. The shipper sued the railroad on the ground that it was liable for the full value.

The court held, however, that, while the railroad had unquestionably violated the bill of lading and while it would be responsible for damages to the goods if any could be shown growing out of the unauthorized inspection, it could not be held for the full value of the goods on the ground that it had made a misdelivery, and was therefore liable as if it had converted the property. In other words, the court said that to allow a consignee to inspect was not the same as to deliver the goods to him.

This holding seems to be sound both on principle and authority. The authorities are set out in the opinion of the court. Upon principle it is difficult to see how a railroad

company can be held to have converted the shipment when the only wrong done was to allow inspection. If the goods had been misrepresented and if, therefore, the consignee was justified in rejecting them, the shipper certainly could not complain if his fraud is detected by inspection.

On the other hand if the goods were as represented, the shipper has fulfilled his contract and has his right of action against the purchaser. In either event, there would seem to be no good reason for holding that the railroad company had done a serious legal wrong to the shipper, when its only offense is to allow the purchaser to ascertain just what goods have been sent to him.

In the absence of physical injury to the goods, it would seem that the railroad company's violation of the contract is *damnum absque injura*. This is not to say, however, that railroad agents should permit inspections contrary to the provisions of bills of lading, since such action does violate the contract and subjects the carrier not only to the loss of good will, but to vexatious suits attended by a recovery of nominal damages, if nothing else. The award of nominal damages usually carries costs, and often subjects the company to the payment of attorney's fees.

A Story That Proved Fatal

A rather curious case arising under the Workmen's Compensation Act comes to us from the Supreme Court of Errors of Connecticut (*Reeves vs. John A. Dady Corporation*, 113 Atl. 162), wherein it appears that the employe had been working in a large, well-lighted room, free from dust or smoke, at a time when the temperature was normal. He engaged in conversation with a fellow employe, who described to him vividly the details of a surgical operation which the fellow employe had recently witnessed. The first employe remarked, "That makes me faint."

Declining assistance, he went to an open door, which was guarded by a bar about three feet from the floor. While leaning on this bar he was overcome by faintness and, slipping through the opening, fell to the ground. The fall caused his death.

The court, holding that the injury did not

grow out of his employment, distinguished between an injury of this character and one which would have occurred had it been necessary for the employe to work near the door. Two justices vigorously dissented. It must be admitted that the point is a close one.

No Case for a Soldier

An interesting case has recently been decided by the Supreme Court of Alabama, *Moon vs. Hines*, Director General, 87 Sou. 603, dealing with the right of a soldier to recover from the Director General for injuries sustained while the soldier was traveling on a Central of Georgia train. The court held that the government had never given its consent to be sued by a soldier of the United States, and that the War Risk Insurance Act, providing compensation for injuries to a soldier, was exclusive of all other remedies. It was held that neither the Federal Control Act nor the Transportation Act permitted a soldier to receive compensation from the government under the War Risk Insurance Act and also from the government as operator of the railroads.

The Question of Drainage

No one can seriously question that railroad companies should be sympathetic with the desire of the citizens in the territory traversed by the railroad to improve drainage conditions. Generally speaking, it has been the policy of the Illinois Central not to oppose the organization of drainage districts if it appeared that the productivity of the agricultural lands could be improved at anything like a reasonable expense.

No state served by the Illinois Central has recently been more active in the matter of new drainage projects than Kentucky. A recently enacted statute in that state has led to the organization of a great many drainage districts along the line of the Illinois Central. It sometimes happens, however, that the dreams and aspirations of those who are promoting such districts seem to run away with their judgment. Such a case was presented by the efforts of certain property owners in Ballard County, Kentucky, to organize and put into operation the North Ballard Drainage District, having for its alleged purpose the reclamation of lands just south of the Ohio

River, opposite Cairo. Many of our readers are familiar with the territory.

The scheme was to drain about forty thousand acres by constructing a ditch twelve miles long located near the foothills, by building a levee along the Ohio River supposed to prevent overflows, by digging laterals within the territory to take care of water which would fall upon the reclaimed area, and by establishing pumping stations to handle the situation in times of threatened inundation from back-water.

The whole scheme contemplated an expenditure so large that many of the property owners in the territory protested against it, feeling that the tax which would be placed upon their property would be virtually confiscatory.

The Illinois Central and the Mobile & Ohio, after having carefully examined the plan and after having had the opinion of the best expert engineers, concluded that the scheme was not feasible and that the expense would be far greater than any possible benefit which could be derived from it. The railroad companies therefore joined with the protesting citizens in opposing the creation of this district. Their investigation showed that the engineers employed by the promoters of the project had mis-conceived the situation, had vastly underestimated the probable expense, and had greatly overestimated the probable benefits. The railroad companies were convinced that, if the plan went through as proposed, neither the levee nor the main ditch would be sufficient to take care of the water which it was proposed to divert from its natural course. They believed, too, that, if the plan was put into effect as suggested, very serious injury would be done to the railroad embankments without substantial benefit to the property owners of the territory.

The County Court, to which the project was first submitted, sanctioned the creation of the district and allowed \$33,000 as attorney's fees, to be taxed against the district. On appeal of the case to the Circuit Court of Ballard County, after a trial which lasted two days and three nights, Circuit Judge Gardner decided that the scheme was impracticable and that the expense would far outweigh any possible benefits to the property. He therefore entered an order dismissing the petition for

the creation of the district, thereby putting an end to the same, unless his judgment shall be reversed by the Court of Appeals.

If Judge Gardner's view is sustained, the railroad companies, as well as the citizens owning land within the proposed district, will escape what would have been doubtless a very large assessment for alleged benefits, and property in that territory has been saved from the injury which would probably have resulted from a badly conceived and impracticable scheme.

The case was tried by Local Attorney Kane of Bardwell, by Local Attorneys Corbett and White of Wickliffe, and by District Attorney Doolan of Louisville.

More About Interstate Commerce

In the May number we referred to the case of Erie Railroad Company vs. Collins, 253 U. S. 77, and noted the very slight distinction between that case and C. B. & Q. Railroad Company vs. Harrington, 241 U. S. 177, both of these cases dealing with the question of when an employe is engaged in interstate commerce. We referred to the fact that it sometimes requires a good deal of ingenuity to distinguish the decisions of the United States Supreme Court on this vexing question.

We are not the only ones who have found difficulty along this line. The Supreme Court of Errors of Connecticut, in a recent case

(Grusgeowsky vs. Director General of Railroads, 13 Atl. 160), was called upon to decide whether an employe was engaged in interstate commerce when it was his duty to operate the boiler of a heating plant, from which steam was directly transmitted through pipes to cars standing on the tracks, these cars being used in interstate commerce. The court held that the plaintiff's work was so directly connected with interstate commerce that it was part thereof, and that the federal Employers' Liability Act applied.

It will be remembered that the Supreme Court of the United States held in the Harrington case that one who was switching coal to a trestle, from which the coal would be placed in engines, was not engaged in interstate commerce, and that the same court held in the Collins case that one who was pumping water into a tank, whence it would supply engines engaged in interstate commerce, was himself engaged in interstate commerce.

The Connecticut court makes this comment upon the cases: "The two cases may perhaps be distinguished upon the theory of the separability or non-separability of the several steps in the work performed. It must be conceded that the Collins case and the Harrington case are not very far apart."

The Connecticut court ruled the case before it largely upon the theory that the Collins case was the latest expression of the Supreme Court's view, and should therefore control.

Former General Freight Agent Dies

Robert C. Perkins, formerly general freight agent of the Illinois Central Railroad at New Orleans, died Friday, May 6, at Covington, La., where he had gone for the benefit of his health. Mr. Perkins was born near Brookhaven, Miss., March 20, 1857. He had been in railroad service since boyhood.

Mr. Perkins had a large part in the construction of the terminal facilities of the Illinois Central Railroad at New Orleans, and through this and other large activities he became one of the best known railroad men in the United States. The first railroad work performed by Mr. Perkins was that of waybill clerk for the old St. Louis, Alton & Terre Haute Railroad at St. Louis. This was soon

after he had left the public schools at Brookhaven.

Claim agent for the same line was the next place he held. He then became superintendent of the St. Louis Weighing Association, a position he held until 1886, when he became traveling freight agent of the Mobile & Ohio Railroad at Jackson, Tenn. The following year he was appointed general agent of the same company at New Orleans. In 1901 Mr. Perkins was appointed division freight agent of the Illinois Central at New Orleans. He was made general freight agent of the same line at New Orleans in 1905 and held the place until December 31, 1919, when he retired voluntarily on account of ill health.



AROUND CHICAGO

South Water Street Station

Our night chief clerk, Mr. Wallace, will soon join hands with a beauty from Missouri. He has been given some very good advice by an old and experienced married man in the office, but he still believes that two can live as cheaply as one.

Mr. and Mrs. V. O'Brien spent Decoration Day at Madison, Wis.

Joe O'Brien has left the O. S. & D. desk for the in-freight department.

James E. Davis of the claims has returned from a week's vacation.

O. W. Siros of the claims has returned from a visit to New Orleans.

M. Prendergast has returned from his vacation and is back at his desk.

We are sorry to announce the death of Mrs. Mary McCarthy, mother of Patrick McCarthy of the claims, who passed away on April 28.

Accounting Department

J. H. Burns has a new little daughter, Miss Marjorie, who arrived at his home a short while ago.

F. J. Stanton and R. Rose recently attended the Louisville races.

The most popular literature in the office at the present time are the railroad time tables and the folders of the national parks and summer resorts. Vacation time is almost here.

Miss Maybelle Larsen attended the derby at Louisville.

Six young women of the baggage and mail traffic department entertained Miss Ida May Hayden, who was leaving to be married, with the first course of a farewell luncheon on May 24. She was then invited by the entire office force to join them in the second, or last,

course, which consisted of ice cream and cake. At this time, H. T. Coleman, in the absence of Mr. Fairfield, was called upon to present the wedding gift. This was a set of sterling silver sherbet cups. Mr. Coleman admirably expressed the sentiments of all present, and Miss Hayden, in turn, showed her appreciation.

Miss Elsie Carlson recently spent a few days at the Illinois Central Hospital having her tonsils removed.

The employees of the baggage and mail traffic department are all enthusiasts on tennis. The other afternoon Miss Ella Berkley, Miss Daisy Fairfield, Leonard Sutherland, Joe Skidmore, Wally Shoemaker, Lewis Troy, Joe Hanrahan, John Mitchell and Ralph Spire played in Jackson Park. They all had such a good time that they are going to try it again.

Several employees of the baggage and mail traffic department left town for Decoration Day. Miss Leta Visel went to Knox, Ind., to attend a house-party at Bass Lake. Miss Shoemith visited her old home town, Lena, Ill. Ray Goldberg played with the Illinois Central baseball team at Memphis, Tenn.

Miss Ella Berkley is with a party of Home-

Just a Word

Our best items are those which tell of really important happenings—those which have first names or initials to identify the persons named—those which have pictures with them, if possible—those which will be of as much interest to the folks at the other end of the system as to the folks in the office—and, last but not least, those which get in by the 25th of the month.

wood friends on an automobile trip through Central Illinois.

E. H. Bock, chief clerk to the assistant general passenger agent, Memphis, Tenn., gave us a short call recently.

H. W. Phillis is confined to his home on account of illness, and Frank Farley is unable to work on account of an infection in his hand.

Auditor of Freight Receipts

Mr. Brainerd of the earnings statistics bureau is enjoying his vacation in Indiana.

We are pleased to announce that Miss Maurice Ahern of the calculating bureau has been graduated from St. Anne's College of Music.

Miss Zeporah Gash of the calculating bureau spent her vacation in New York visiting her sister.

Mrs. Minnie Waugh, head clerk of the dictaphone bureau, left on May 28 for an extended trip west. She will visit Salt Lake City, Utah, Portland, Ore., Vancouver, B. C., Lake Louise, and other points of interest.

The A. F. R. won another baseball game Friday, May 13, beating the A. S. A. 6 to 5 in seven innings, at Jackson Park. The A. F. R. team, with such league material as "Hank" Nelson, former Gunther shortstop,

"Babe" Reha of the Peoria Three-I League, Larson of the Wellners and Layman, one of the best pitchers in prairie baseball, should be able to play the best team on the Illinois Central.

Interline division defeated the rate clerks recently in a thrilling baseball game, the score being 11 to 9. The feature of the game was the air-tight pitching of Hackinson and the fielding of Nelson, Cullom, Miller, Walther and Hue. Hitting was featured by Carrig ("Kid Murphy"), who made three hits and two walks in six trips to the plate.

Teams desiring to match games should call Dorchester 4200, Local 31, ask for J. Levin or "Hank" Nelson.

Suburban Service, Chicago

Tom Moran, suburban flagman, was married on May 25. The suburban service trainmen presented him and his bride with a beautiful set of silver.

Chief Clerk Brussow is away for a few days, visiting his father, who is very low.

Switch Tender C. L. McDaniels paid a visit to his home town, McComb, Miss., recently.

Mrs. L. Van Antwerp, ticket agent, has

In the Mississippi Division Offices



Superintendent A. D. Caulfield's office force at Water Valley, Miss., headquarters for the Mississippi division.

Left to Right. Top Row: Lola Bell Wiggs, tonnage clerk; O. E. Hallman, accountant; H. P. Crawford, cashier; B. G. Wright, accountant; J. J. Ford, tonnage clerk; E. A. Cleveland, valuation accountant; D. O. Green, accountant.

Second Row: G. C. McClamroch, material clerk; Janie Hussey, clerk, chief dispatcher's office; Christine Adams, clerk, roadmaster's of-

fice; Kathleen Hadaway, record clerk; M. L. Woods, chief clerk to roadmaster; L. A. Payne, timekeeper; T. H. Harper, timekeeper.

Bottom Row: G. L. Gafford, chief accountant; G. M. Hubbard, B. & B. supervisor; J. P. Phillips, agent; Annie Bell Anderson, stenographer; Katie Mai Moorhead, stenographer; Maude Baker, tonnage clerk; Gladys Walker, file clerk; Vera Nation, clerk to supervisor, B. & B.; J. G. Skogsberg, chief clerk to superintendent.

resigned from the service. She and her husband have gone on the farm.

William Teschner, switch tender, reports the arrival of a girl at his home. Mother and daughter doing well.

Gatewoman Una Simmons and daughter are on a trip east to visit relatives.

Suburban Conductor C. Hollingsworth has returned to work after touring the West.

Flagman M. E. Judge is on an extended trip through the East.

Assistant General Yardmaster Ortel is visiting his daughter at St. Louis.

Trainmaster Guyton has invested in a new automobile.

The agents at Randolph Street are very much pleased with their new office.

The trainmen in suburban service at Chicago are organizing a baseball club and would like to arrange for games with other teams on the system. Address communications to E. A. Smittle, Conductor, Randolph Street Station, Chicago.

Dining Car Department

Superintendent Dugan made a trip of inspection to New Orleans recently, stopping at Harahan and Memphis enroute to Chicago.

Business is picking up. Increase in travel is noted, and several special trains requiring dining car service have been scheduled for the coming months.

Commissary Storekeeper C. A. Roswall and Mrs. Roswall enjoyed a trip to Kansas City, Mo., and Wichita, Kan., visiting friends and relatives.

The Kankakee Rotary Club (party of sixty) attended the governor's reception on May 26 at Springfield, Ill. They traveled via the Illinois Central on Train No. 20, and enjoyed a sumptuous table d'hôte luncheon enroute, having a special dining car for the trip.

Inspector Holt accompanied a special party, the Chicago Medical Society, on the Daylight Special, Tuesday, May 17, to Springfield Ill., where a convention was in session. They decided to return via the Illinois Central, fully recognizing the service, comforts and schedule maintained by this train.

Steward H. J. Miller and crew enjoyed an "outing" Tuesday, May 17, when they served

a buffet luncheon to members of the Chicago Terminal Committee who were inspecting lakefront and South Chicago terminals preliminary to future improvements. Dining Car Inspector Myron was in charge of the "eats, drinks and smokes," and reported that all enjoyed this Suburban Special.

V. K. Simmons, steward on Diner 3998, was assigned to render dining car service on "The Greeters'" Special on May 8. This party (a group of the principal hotel proprietors of the East) was enroute to a convention in New Orleans. The comments on the dining car service rendered to this party (who are connoisseurs of the culinary art) gave great satisfaction to all concerned.

R. W. Burton, a veteran steward on the Seminole Limited, has been transferred to the Daylight Special, where a change of scenery and climate will be appreciated after many months of travel on the southern lines. Vacation travel is increasing on this line, necessitating the use of standard all-steel diners. The cafe-parlor cars will be converted into luxurious lounging and buffet cars and continued in the service of this famous train.

Al Ballard has been making the dining cars at Chicago for the past ten years. Kitty, the horse, has never been sick. She has lost only one month in her thirteen years of service, and that was when an ice wagon ran over her hoof. Tommy, the cat, is seen beside Mr. Ballard.



Al, Kitty and Tom

On the third anniversary of Tom's arrival in Chicago from Fort Dodge, Iowa, (when he volunteered to ride on Train No. 16 and on arrival immediately reported at the commissary), he suffered an operation

at the Dog and Cat Hospital for a festered foot. He survived the operation and the anesthetic and is now convalescent. Be it known that Tom is a regular employe and has proved loyal to the core, as evidenced by his extermination of all the mice and rats in the building, in exchange for his bed and board.

MINNESOTA DIVISION

Superintendent's Office, Dubuque, Iowa

The first 25 days of the "No Exception" drive the Minnesota division had a total of 24 exceptions, 19 of which were brought about by freight being pilfered, leaving a total of but 5 chargeable to actual station operation for which employes are strictly accountable. This, when compared with 174 for the first 25 days of March, 1921, and 325 for 25 days of October, 1920, reflects a very commendable performance.

Misses Marge and Margaret Walsh spent the week-end in Chicago recently. While there they witnessed the baseball game between Chicago and Washington.

O. J. Oster, assistant chief clerk, has returned from a week's vacation spent in Chicago and Milwaukee.

Bert Patrick has been on this division during May assisting us with the "No Exception" drive. Mr. Patrick is well known on this division, as he was claim clerk here for some time.

Conductor J. J. Wheelan has returned to his run between Dubuque and Chicago, after being away from his duties for some time on account of poor health.

B. A. Rice, brakeman on No. 33 and No. 34, has moved his family from Waterloo to Cedar Rapids.

Traveling Freight Agent A. E. Lillig, in calling on the Webster Brothers Manufacturing Company, who are manufacturers of boxes and egg cases at Waucoma, Iowa, recently found they handled about 300 cars of southern and southeastern lumber annually, which moves to points in the northern part of Iowa, Minnesota and Wisconsin. The originating points of these shipments, as well as the final destination, are mostly off the lines of the Illinois Central, but we are, however, in position to handle as an intermediate carrier. Previous to the personal solicitation of L. W. Farnum,

a locomotive fireman at Waterloo, Iowa, we had the pleasure of handling only an occasional shipment. Mr. Farnum's efforts, however, resulted in the firm's willingness to specify Illinois Central routing on all their future business we may be in position to handle for them. This is entirely new business, and Mr. Farnum's efforts on behalf of the Illinois Central Railroad have been commended by the management.

Maintenance of Way Department

S. C. Jump, assistant engineer, is in Chattanooga, Tenn., for a few days.

G. J. Nash, instrument man, spent Decoration Day in Minneapolis.

Section Foreman P. Nolan, Apple River, is on a leave of absence on account of illness. A. Grindy is taking his place as foreman at Apple River.

Transportation Department

Harry Rice, son of Brakeman B. A. Rice, recently spent the week-end in Dubuque.

D. Duggan is now calling days.

Ezra Berry, engine foreman, made a flying trip to the Twin Springs last week.

Waterloo Freight

Our agent, Mr. Higgins, was out on the inspection trains for a few days during May.

Floyd Belscamper, our operator, is the proud father of a son. Floyd, Jr., has been at the office already. He does not know how to telegraph, but has evinced a great interest in the work.

Tom Vincent just returned from a visit in Galena.

Through the personal solicitation of C. W. Williams, chief clerk, a car of dried fruit moving from California to Waterloo was secured via the Illinois Central, also one car of meat to Aurora, Ill., which will move weekly routed Illinois Central to Dubuque. He also secured movement on one car of well-drilling machinery to Cameron, Texas, routed Illinois Central to St. Louis.

Miss Linna Gardiner through personal efforts induced a party going to Colorado Springs from Lamont, Iowa, to buy a ticket to Waterloo and take the Illinois Central to Omaha.

Dubuque Freight

Miss Grace Phillips, cashier, spent the week-end in Chicago recently.

Miss Gertrude McCarthy, stenographer, visited her mother at Benton, Wis., May 15.

Miss Pearl Houk, clerk, visited her sister in Chicago, Decoration Day.

Effective June 1, all waybills formerly revised in Chicago from stations at East Dubuque, Ill., and west will be revised in the office of J. E. Allison, agent at Dubuque, and a force of seven clerks and one comptometer operator will be added to the present force.

Miss Ethyl Lassance, stenographer, spent Decoration Day with relatives on a farm near Dyersville, Iowa.

Mrs. Maybelle Logelin, bill clerk, reports a loss of twenty-five little chickens from her flock, due to recent heavy rains.

Miss Vivian Brand, freight solicitor, is enjoying the summer evenings in her cottage at Frentress Lake.

The warehouse forces of Dubuque are proud of their "No Exception" campaign. Only three exceptions had been charged to this station during the first twenty-seven days of May. J. E. Allison, agent, and Warehouse Foreman T. H. Callahan have been making frequent trips over the division in the interest of this campaign.

Operating Department

L. A. Hintz, telegraph operator at Manchester, was off duty several days on account of illness.

D. C. Burnside, formerly second trick operator at Peosta, has accepted third trick at Jesup and expects to make Jesup his future residence.

W. D. McKelvie, dispatcher at Dubuque, has taken up his residence at East Dubuque.

L. J. Dodge, agent at Jesup, spent a recent Sunday on an extended motor trip, being relieved for the day by Operator Fichtl.

H. J. Baker, has been assigned third trick at Waterloo C. W. office, which was recently re-opened.

Agent Frentress has resumed his duties at Glenville after a sojourn in the hospitals.

Operators J. J. Davis of Galena and J. W. Wells of East Cabin are attending the O. R. T. convention at Atlanta, Ga.

J. W. Benda, agent at Council Hill, is the proud possessor of a new automobile.

C. S. Davis, second trick operator at East Cabin, has been kept away from home during the past several weeks. Quarantine was placed on his residence on account of scarlet fever.

Mrs. Mae Howard, clerk in the dispatcher's office at Dubuque, recently spent Sunday with relatives at Cedar Falls.

Dispatcher L. W. Morton and Mrs. Morton recently spent a day at Dennison, Ia., visiting relatives.

V. M. Duncan, third trick operator at Peosta, is again at work, after a trip to the Illinois Central Hospital in Chicago.

M. E. Stoffel, second trick operator at Dubuque Junction, is again on the sick list, being relieved by Operator Wilhelm.

H. L. Day, agent at Galena, was confined to his home several days recently on account of illness.

Miss Martha Wunderlich, telephone operator at Dubuque, spent Sunday recently with friends in Waterloo.

P. H. Steinhoff, extra operator, was recently called to his home at Norwalk, Wis., by the death of his father.

L. R. Fear, agent at Earlville, Ia., went to Dubuque recently and was initiated into the mysteries of the Oxus Grotto.

J. R. Sims, agent at Scales Mound, has just recovered from the mumps

WISCONSIN DIVISION

Freeport

Miss Madge Gray attended the interscholastic meet at Champaign recently.

Miss Theresa Johnson, stenographer, spent the week-end in Chicago recently.

Miss Isabel Gugger of the accounting department attended the wedding of Miss Esther Powell, former stenographer in the master mechanic's office, which was solemnized in Chicago May 14.

Miss Honor Thro spent Saturday and Sunday in Rockford recently, visiting friends.

Road Department

The roundhouse at Freeport is being extended eight stalls at the present time, in order to take care of the 2-10-2 type engines to be used on the Minnesota division.

Val Wickler, division gardener, is busy

these days, planting flowers and looking things over.

The Illinois Central bridge at Genoa over the C., M. & S. P. tracks is being renewed with one through-plate girder, with encased I-beam floor.

L. Wallom, supervisor on the Madison and Dodgeville district, made a record the first four months of this year by not having a single personal injury on his district.

Traveling Auditor Rau of Fort Dodge was a recent visitor at Freeport.

LaSalle Freight Office

A. J. Finlen, yard clerk, and family left in their automobile for a 90-day sojourn in California. Ralph Hurst fills in the vacancy left by Mr. Finlen, while Tommy Shea is now on the second-trick yard job.

Chief Clerk W. F. Confrey spent a few days in New York City recently on a business and pleasure trip.

George O'Connor, our rapid transit baggageman, has a new dog, Sport, who is rapidly becoming popular with the trainmen. Traveling back and forth between LaSalle and Oglesby is getting to be a great hobby with Sport, and George is in a quandary as to whether he ought to get Sport a LaSalle or an Oglesby license.

Agent Egan and family spent a Sunday in Joliet recently, taking in the sights in the vicinity of Dellwood Park.

The "Coal Chutes" boys are about to start rehearsing for their minstrel show, which is to be held in the near future—full announcement to be made later.

Indications point to a record crowd at the opening of Starved Rock. The boys in the warehouse are making all sorts of preparation for their annual picnic to be held at the Rock.

Joe Gorski of the car department underwent an operation for appendicitis in the Illinois Central hospital in Chicago some time ago. Joe is up and around again and was in to see us the other day. Although under weight, Joe is doing well and will be back on the job again soon.

Dr. P. M. Burke has resigned as district surgeon for this company and is succeeded by Dr. R. C. Fullenweider of this city. Doctor Burke made numerous friends during his long service.

Dixon Freight Office

Chief Clerk P. L. Reilly suffered damage by fire on his residence on May 14. Early discovery by a neighbor saved him a serious loss.

P. J. McIntyre spent Sunday, May 8, with his parents in Aurora.

Agent C. G. Shepherd and Mrs. Shepherd were called to Edenburg, Ind., the first of last month by the serious illness of his brother, who was superintendent of a veneer company of that city.

P. L. Reilly was called to Chicago on business May 18.

The freight house force, under Hugh L. Curran, foreman, has made a hard stand for 100 per cent. throughout the "No Exception" campaign, notwithstanding that merchandise movements have greatly increased and no additional force is employed.

J. M. Reynolds, O. S. & D. clerk, attended the K. of C. convention at Joliet May 10 and 11.

J. E. McIntyre, switchman, is back on the job in the Dixon yard.

Rockford Freight Office

Charles Wallick spent Sunday with home folks at Freeport recently.

George Wells, W. P. Mullane and Howard Young plan a trip to Indianapolis in the near future.

Ben Schrieber of the billing department is contemplating entering the dry goods business on a wholesale plan.

Arrangements for the organization of the Illinois Central freight house band have been perfected, and the instruments will be purchased as rapidly as funds are secured. We understand that Sam Northall, who once was a member of the Coldstream Guards Band in England, has been selected as leader.

The daily noon-time meetings held in the foreman's office have developed into get-together meetings, where ideas are exchanged and suggestions offered for the betterment of the service. Our men are now working out a plan to increase the business of the Illinois Central at this point.

Supervising Agent Riordan of Freeport spent several days at the East Rockford station in May.

Assistant Agent H. R. Aufdenspring has

been riding the local freight to Chicago during the "No Exception" campaign.

Ed Ray, day baggageman, was called to Kankakee recently by the serious illness of a relative.

Signalman "Red" Cheeseman visited relatives at Chicago recently.

During the "No Exception" drive, all manners of slogans have been employed at this station. "Rockford to win," "Stop, check your number," "Accuracy before speed," and "Don't pull back on the load," are just a few of the phrases appearing on bulletin boards and written with chalk on skidways. Our men needed no goading to put the "No Exception" drive across, as every month is "No Exception" month with us.

IOWA DIVISION

Stanley McCurdy, the 11-year-old son of A. E. McCurdy, employed in the division accountant's office at Fort Dodge, met with a serious accident Friday night, May 27. He was riding a bicycle at the time of the accident. An auto collided with the bicycle, throwing him to the ground. He sustained a broken leg and arm and other injuries of a serious nature.

V. L. Richey, clerk in the superintendent's office, spent Decoration Day in Fargo, N. D.

Miss Vera Bong, trainmaster's clerk at Fort Dodge, and Miss Ruth Benton, clerk in the superintendent's office, spent Sunday, May 29, visiting friends and relatives in Cherokee and Clare, Iowa, respectively.

The girls in the division offices are planning on a picnic to be held during June "somewhere along the Des Moines River." It is hoped that the entire personnel of the division offices, as well as employees in other offices at this point, will be able to attend this social function. Mosquitoes, please copy.

This vicinity has been visited with some heavy rainstorms. The storm at Fort Dodge on Thursday afternoon, May 26, assumed the proportions of a cloudburst. The creeks, as well as the river, are very high. A tornado descended upon Garner, Iowa, north of Cedar Falls, four deaths being the toll of the storm at that place.

The visitor to Fort Dodge, hustling and hospitable metropolis of northwestern Iowa and division point on the western lines of

the Illinois Central, misses a treat if he fails to include a visit to the warehouse where is stored the Cardiff Giant, money-maker for the late P. T. Barnum and one of the cleverest advertising hoaxes ever perpetrated. The story of the slumbering giant is now too well known to give it an anthropological significance, but where it loses interest to the student of anthropology it gains interest to the less learned visitor.

Fort Dodge, as you should know, and may not, is the center of the gypsum industry in the United States. The land surrounding it is underlaid with an inexhaustible supply of gypsum rock. The problem of the time in which the Cardiff Giant hoax was perpetrated was to get the story before the people.

So a huge block of gypsum rock was carved into the form of a massive man, to represent a prehistoric body. It was done scientifically. A gifted sculptor modeled the form to show the wearing of water-courses. A small stream of water was imagined to have found its course across one of the massive legs for countless centuries, cutting away grain by grain the rock to a tiny rivulet-bed, and the sculptor made allowance for it. The form completed, the two-ton "man" was shipped to New York State, where it was buried. One day a farmer digging a well "accidentally" discovered the body, and it was brought to light and placed on exhibition. For a long time it was studied by anthropologists, and it is said that many pronounced it genuine—the probable remains of a prehistoric man who lived in the western world back in the centuries before the coming of the race we know as the Indian. The master showman, P. T. Barnum, capitalized the discovery and carried it about over the country with his collection of exhibits, allowing the curious to look upon it, at a stated sum per look.

And then the story became known. It was only a method of advertising Fort Dodge's gypsum deposits, which have been commercialized and exploited until it is said with some verity that Fort Dodge "plasters the earth."

In the gypsum mills of Webster county products worth \$2,500,000 are turned out annually. About 33,500 carloads of gypsum plaster are shipped out of Fort Dodge annually.

SPRINGFIELD DIVISION

Traveling Car Checker Schilling of Chicago was on the division several days in May.

Mr. Uhland of Chicago was in Clinton, May 25.

D. S. Bailey, formerly trainmaster of the Rantoul line, was a visitor at division offices May 13.

L. J. Joffray, general fuel inspector, of Chicago, was in Clinton May 18 on company business.

Trainmaster M. Sheahan of Rantoul attended a meeting in Mr. Shaw's office May 16.

Mr. Marley of Chicago called at division offices May 17.

Miss Helen Benson, stenographer in Mr. Shaw's office, who underwent an operation May 10 at St. John's Hospital, Springfield, is reported as getting along nicely and will soon return to work.

Trainmaster Walker, Claim Agent Mann, Supervising Agent Plate and Chief Clerk Gleadall made a business trip to St. Louis, Saturday, May 21.

File Clerk Jennie Gleadall spent May 29 and 30 visiting relatives in Peoria, Ill.

Miss Esther Jones of the store department was a Springfield visitor Wednesday, May 25.

John Sproat of the superintendent's office spent May 29 and 30 with home folks at Kincaid, Ill.

General Superintendent G. E. Patterson, Assistant Engineer L. H. Bond, Roadmaster W. E. Russell and Claim Agent C. D. Cary made a trip over the Rantoul district April 19.

D. S. Bailey, former supervisor of trains and track, Rantoul, was over the Rantoul district the first part of May, looking over his old territory and shaking hands with friends along the line.

Traveling Engineer J. H. McGuire of the St. Louis division was a business visitor in Clinton May 26.

Superintendent Shaw attended a meeting in Chicago May 27.

C. Clemons of the store department has returned from a ten days' vacation.

Miss Esther and Miss Ethel Jones are enjoying a vacation this month (June) in Canada, visiting Toronto, Niagara Falls and other points of interest.

L. Mulholland of Chicago is in Clinton,

working in the accounting department in connection with the new yards.

O. B. Wood, traveling auditor, spent Friday, May 27, in Clinton.

Miss Julia Coffey visited in Vandalia May 29 and 30.

Accountant O. D. Moore and Mrs. Moore spent Decoration Day in Toledo.

Accountant Lee Ely and Mrs. Ely visited Decatur recently.

Tonnage Clerk K. A. Groves has returned to work after several days' vacation.

Mrs. Earl Banks and son Robert spent an evening in Pana recently.

Mrs. C. N. Doyle has returned to Clinton from a visit at Flora, Ill.

Miss Olive Draper visited in Champaign, Saturday, May 28.

Agent H. A. Morgan of Kenney has returned to work after several days' absence account of sickness.

Adane Bowles and Claire Grey were Springfield visitors May 27.

Operator O. S. Jackson made a trip to Decatur May 27.

F. E. Rorer, agent at Mount Pulaski, is taking a leave of absence visiting relatives in Dixon, Ill.

Wesley Stone, agent at Marine, is taking three weeks' leave of absence and attending the O. R. T. convention at Atlanta, Ga. Mr. Stone expects to take in several side trips, returning via Washington. Relief Agent F. E. Stuber is filling the vacancy at Marine.

A. D. Tilman, agent at Forsyth, is taking thirty days' leave of absence, being relieved by L. C. Grandfield. Mr. Tilman is spending his vacation on his farm near Forsyth.

H. L. Oates, agent at Shobonier, is taking a few days' leave of absence on account of sickness. He is being relieved by W. K. Simcox.

W. A. Yoder, agent at Litchfield, is taking two weeks' leave of absence. He is being relieved by J. S. McMichaels.

G. F. Thing returns to the service on June 1, after thirty days' leave of absence. He was relieved by J. D. Healea.

Dispatcher J. A. Vallow spent May 21 in St. Louis and enjoyed the trip over the St. Louis terminal with the annual inspection train.

Conductor C. P. Freeman, who was injured at his home in Springfield several months ago, is improving and expects to resume work within a short time.

Brakeman C. F. Troth has taken a leave of absence and has gone to Akron, Ohio.

J. W. Mumbower, conductor, who has been in a hospital in Chicago undergoing treatment, has been discharged from that institution and returned to his home in Springfield.

Conductor C. Abrell is taking a lay-off. He has gone to Chicago on committee work for the Order of Railway Conductors.

Conductor T. W. McIntyre has returned from a trip of three weeks, the time being spent in Eldorado Springs.

Trainmaster W. A. Golze and Mrs. Golze have gone to Hollywood, Cal., for an extended visit with their daughter. They expect to visit other points of interest in the state before returning home.

Several from the Springfield division attended the races at Indianapolis Decoration Day.

Miss Gladys Westerholdt was a Decatur visitor recently.

Road Department

Assistant Engineer G. F. Arthur spent May 22 in Chicago.

Instrument Man J. W. Apperson spent the week-end of May 21 with relatives in Memphis, Tenn.

Road Supervisor J. O'Brien of Pana spent May 28 in Manteno.

Harry Miller, clerk in the roadmaster's office, attended the races in Indianapolis May 30.

Mrs. J. W. Swartz, wife of Assistant Engineer Swartz, left May 20 for a visit with relatives in Jacksonville, Fla.

Road Supervisor Martin Doyle spent the week-end recently at Johnson Siding.

Miss Elizabeth O'Brien, clerk in the supervisor's office, Pana, was a visitor in Kankakee May 8.

Rodman Buntin of the assistant engineer's office visited friends in Marion May 22.

Instrument Man E. M. Richardson of the assistant engineer's office visited in Mattoon, May 22.

B. & B. Supervisor Draper and Bridge Inspector J. R. Morphew were in Spaulding, May 23, on a business trip.

William Sylvester, clerk in the supervisor's office, Clinton, attended the races in Indianapolis, Ind., May 30.

Motor Car Repair Man C. L. McAbey spent Sunday, May 22, on a fishing trip at Havana. He had a fair run of luck, as Superintendent Shaw and Roadmaster Russell can vouch for. Each had a nice mess of channel cat.

Supervisor E. Wood was in Mount Pulaski May 24 on company business.

Extra Gang Foreman W. K. Horn of Alhambra was in Clinton on business May 23. While here he was initiated into Clinton Lodge No. 785, B. P. O. E.

Section Foreman C. McKinney and family of Clinton were visitors in Pana May 22.

Section Foreman William Clary and Mrs. Clary attended the funeral of a relative in Mechanicsburg May 24.

Maintenance Foreman F. W. Yeager spent the week-end of May 21 visiting relatives at Kimmunity.

Signal Foreman Weld is moving his signal gang and outfit to Clinton, preparing to install wig-wag signals at that point.

J. J. Ryan, water service repair man, Springfield, and Sidney Exkerle, assistant extra gang foreman, Alhambra, were in Clinton on May 9th. While here they were initiated into Clinton Lodge No. 785, B. P. O. E.

Miss Geraldine Reynolds, stenographer in the roadmaster's office, left May 27 for a several days' visit in Eagle Grove, Iowa.

Signal Maintainer Murphy of Alhambra attended the races in Indianapolis, Ind., May 30.

J. M. Watkins, labor agent, St. Louis, was a caller at the roadmaster's office May 18.

Grover C. Harris, resident engineer, is in Princeton, getting acquainted with his lately acquired son and heir. During his absence Assistant Engineer G. F. Arthur is in charge of his party.

Assistant Engineer Sims and Instrument Man Francis of the valuation department are making subsidence tests on the Springfield division. Mr. Sims was formerly assistant engineer on our division.

Instrument Man Richardson of the resident engineer's office spent the week-end of May 14 in Kankakee.

Instrument Man and Accountant W. J. Ap-

person informs us that Mrs. Apperson, who has been visiting at her home in Texas for the past month, will return to Clinton in the near future.

Assistant Engineer H. D. Walker of Mr. Davis' office spent the week-end in Clinton.

M. M. McClelland, former rodman, is spending a protracted vacation in California.

Mr. Hanley of Mr. Knowles' office has been in Clinton for the past several days looking after the water department's interest in our new yard.

Freight Department

L. P. Young has returned from Taylorville, Ill., where he was called by the death of a relative.

The Springfield division is showing a very good record in the "No Exception" campaign. Springfield ranks second on the northern lines and fourth on the northern and western lines.

The employes of the freight department are planning a picnic in the near future at Turkey Run Park, Marshall, Ind.

V. Pritchett has returned to work after a few days' lay-off.

C. E. Slonaker, agent at Bloomington, was a caller at Clinton recently.

Mr. and Mrs. Fred Perkins and daughter Dessa visited friends and relatives in Shobonier recently.

Mr. and Mrs. George White visited the former's parents in Patoka recently.

Clinton Shops

The shop's baseball team is experiencing a successful season, having played five games and won four. The one lost was to Farmer City by the close score of 6 to 5.

Machinist Ed Baker has returned to his home in Clinton after a visit in Freeport.

Foreman D. T. Hess returned to his duties as night roundhouse foreman, after having had an operation in the Chicago hospital.

Mrs. Schell Samuels plans to spend a few days soon with her parents in St. Louis.

Lyle Fisher and John Hamilton visited in Lincoln recently.

Foreman West is off on account of an operation on his throat.

Sylvester Jenkins was in Decatur on business recently.

Springfield Station

C. L. Lanois, traveling engineer with headquarters at Clinton, was in Springfield on business April 30.

Little Eleanor Franz, daughter of Warehouse Foreman Franz, was slightly hurt May 1 when she was struck by a speeding motorist.

H. R. Peters, station inspector with headquarters in Chicago, was in Springfield May 2.

A special train of ten Pullman cars was chartered to bring Chicago Democrats to Springfield for the meeting held at the Arsenal May 3.

L. E. Barton, cashier of the C. & E. I. at Pana, called on Mr. Baldwin, local freight agent at this station, May 3.

The marriage of William A. Mallot, assistant baggageman at the Springfield passenger station, and Miss Harriet LeSurd, waitress at the Van Noy restaurant at the Springfield passenger station, was solemnized April 19. The couple will make their home at 115½ North Fifth street, Springfield, Ill.

John Kiser, trucker in the Springfield warehouse, has returned from Hot Springs, Ark., where he has been taking baths for his rheumatism. He is very much improved.

J. H. Love, general agent, freight department of the New York Central lines, with headquarters at Kansas City, was caller at the local freight office May 17.

Miss Anna Herzog and Miss Margaret O'Brien of the local freight office, spent Decoration Day in Omaha, visiting friends.

Miss Hilda Marie Schmitt, clerk in the local freight office, spent Decoration Day in St. Louis.

Hiram L. Parkinson, car clerk in the local freight office, recently went to Hot Springs, Ark., where he will remain for three weeks to take hot baths.

Martin L. Pieper, bill clerk in the local freight office, the "Babe Ruth" of the Chat-ham baseball team, played against the Athens baseball team Sunday, May 22. He also participated in the game against Litchfield Decoration Day.

H. C. Midkiff, assistant baggageman, has been touring around the various cities in Illinois in his automobile.

ST. LOUIS DIVISION

"A few days ago it was brought to my attention that there was a pile of old dry rotten logs lying on our right-of-way near a grain house at Finney, Ill.," writes Superintendent W. Atwill, "and Section Foreman L. Corzine was instructed to remove these logs. When he and his men arrived at Finney, neighbors around Finney assisted him in removing this pile of logs. There were about a dozen people who used teams in assisting our section gang in disposing of these old logs, which totaled about a carload. These people made no charge for their services. Such co-operation from the public in matters of this kind is very gratifying."

Following is copy of a letter recently received from Engineer H. H. Banks, Centralia, Ill.: "Every trip for three straight months I have taken No. 24 into Centralia on time, and for the entire four months I have come in late only twice—on the first of January 1 hour and 7 minutes late, due to a derailment, and on the twenty-second 7 minutes late, waiting at DuQuoin to get the fuel economy cars from 624, which was late. How is this for an on-time record for this train?"

Recently a group of persons made a visit to Fountain Bluff, on the Illinois Central, to look over that section of Jackson County, Illinois, with a view of locating one of the state parks there. They reported favorably on the site for a park.

The division office ball team defeated the roundhouse team May 5, score 10 to 8. Any team looking for real baseball playing should schedule a game with this division office team. You can do so by addressing Harry E. Goetz, Illinois Central Division Office, Carbondale, Ill.

Miss Helen Foley, stenographer in the superintendent's office, was kept home May 7 by the severe illness of her mother, Mrs. L. F. Foley.

Chief Clerk H. Culley and family visited Sunday, May 8, in McClure, Ill.

J. I. Gunn of Marion, Ill., has been appointed as secretary of the Southern Illinois Development Association to fill the vacancy caused by the recent death of Prof. J. P. Gilbert. Mr. Gunn is secretary of the Chamber of Commerce at Marion and gives promise of doing great things in carrying forward the work of developing Southern Illi-

nois which was so well under way under the leadership of Professor Gilbert. All of us, particularly in Southern Illinois, are interested in the full development of this section of the State.

Agent C. N. Scott, Murphysboro, dropped into the superintendent's office May 11.

Supervising Agent B. F. Williams held a meeting of agents the first of the month in reference to the "No Exception" campaign. Mr. Williams and E. A. Barton have been busy during the month in keeping exceptions down.

Robert Bradshaw, electrician, and Mrs. Bradshaw were recently called to Paducah, Ky., by the death of Mr. Bradshaw's sister.

J. P. Westerfield, dispatcher, was operated on at Holden Hospital recently for appendicitis.

Trainmaster W. R. Givens, Mounds, was in Carbondale May 20, on business.

Assistant Chief Clerk M. L. Foley was in St. Louis May 21 on business.

Miss Lena Hampton, stenographer in the superintendent's office, was in St. Louis May 24.

Miss Bertha Schuler, trainmaster's clerk, Mounds, and her mother spent a few days in Mexico, Mo., attending graduating exercises.

D. C. Moss, tonnage clerk, and R. E. Ad-dington, timekeeper, were in Chicago Sunday, May 22.

O. H. Ahl, H. E. Goetz, accountants, and H. C. Brewer, tonnage clerk, were in St. Louis May 22.

P. D. Johnson trainmaster's clerk, visited relatives in Mississippi, Sunday, May 22.

Chief Accountant L. F. Foley went to West Frankfort May 25 on business.

One of the big type of engines (No. 2937) was handled through Carbondale May 27 on its way to the southern lines.

J. F. Reiner, who has been for some time on leave of absence on account of his health, has returned to his work as record clerk in the superintendent's office.

Miss Jennie Kline was married May 3 to Fred Pabst. They are both from Carbondale, and both have been working for the Illinois Central,—Miss Kline as a telephone switchboard operator in the division office and Mr. Pabst in the mechanical department.

Trainmaster F. T. Gibbs of Centralia is

in the Illinois Central Hospital at Chicago undergoing a slight operation.

Miss Lena Watts, 722 clerk in the transportation department, spent a Monday in St. Louis recently.

The Misses Anna Carpenter, "Honey" Buehler and Thelma Gilpin of the mechanical department have gone to New Orleans, where they will see the sights for a few days.

Miss Bertha Owen, Trainmaster Gibbs' clerk, slipped away May 14 and came back as Mrs. Walter A. Schultz.

Misses Grayce Webster and Anna Carpenter spent a Sunday recently in Champaign, Ill.

Miss Clara Schroeter, record clerk, spent a few days in Bloomington, Ill., recently.

Brakeman L. L. Baysinger spent a few days with his parents in Carbondale recently.

Conductor H. Taylor, who was injured some time ago, is improving nicely and is expected home from the Illinois Central Hospital at Chicago in a few days.

Trainmaster's Office, East St. Louis

Miss Stella Gain, stenographer in the trainmaster's office, spent a few days in Chicago recently.

Miss Alice Jane Murphy of the yard office spent a few days at Golconda, Ill., recently.

Trainmaster J. D. White has been on the sick list for the past week or two.

Assistant General Yardmaster H. S. Symon has returned from a week's vacation.

Miss Alice Jane Murphy has returned to work in the yard office after being off duty on account of a severe cold.

Traveling Car Agent John McEwen spent a few days with us recently.

Superintendent C. W. Shaw of the Springfield division made a short visit at the yards recently.

Switchman R. J. Ford had a narrow escape recently while switching in the yards. He was knocked down by a car. His presence of mind led him to lie between the rails close to the ties until after the cars passed over him.

Extra Train Caller T. M. Barrett worked

a few days in place of Clarence Dixon, who was on a fishing trip.

Everyone at East St. Louis was very much pleased with the visit of General Superintendent G. E. Patterson, Superintendents W. Atwill and C. W. Shaw on May 5.

Superintendent of Suburban Passenger Service A. Bernard made a visit to East St. Louis on May 5.

Mr. McPike and Mr. Tuttle of the perishable freight service made a short visit at East St. Louis May 11.

Traveling Car Agents Pinkerton and Green made a visit to East St. Louis yards recently and found everything in first-class condition, all cars moving through this terminal promptly.

Yard Clerk Paul King is all smiles lately as the result of the arrival of a 10-pound baby girl.

East St. Louis Freight Office

Supervisor O. M. Ferguson recently purchased a new automobile.

Waybill Clerk J. M. Trendley recently spent a few days in Louisville.

Miss Margaret McKenzie has returned to work after a three weeks' absence spent in the company's hospital at Chicago, having undergone a minor operation.

Chief Inbound Clerk E. I. Upton, who has been confined to his home for the past three months, is convalescing and is expected to resume his duties in the near future.

The indoor baseball team continued its winning streak by defeating the Big Four local office team 23 to 2, at the East St. Louis Y. M. C. A. Thursday evening, May 12, and also by defeating the Elliott Frog & Switch Company's team on Thursday evening, May 19, score 11 to 0. The pitching of DuHadway was of big league caliber and proved baffling to the opponents. The batting of the entire team was excellent on both occasions.

When it comes to solicitation, it will be noted that new names are appearing on our reports. Miss Callie O'Brien is educating herself along the lines of soliciting passenger business, always mentioning Illinois Central when making a purchase.

Telephone Operator Gertrude Johnson

recently sprained her ankle while hurrying to work.

Demurrage Clerk J. H. Muelken acts like a veteran when it comes to soliciting the lumbermen for their business.

Cairo Freight Station

Miss Lois Schuler has returned from Covington, Tenn., where she went to attend the funeral of a friend.

Masons have been busy improving the appearance of the yard and street in front of the building by replacing broken sidewalks and erecting a wall around the pavement to prevent cars from over-running tracks and injuring pedestrians. The gardener also has beautified the premises by planting flowers in our flower-beds. The ivy vines on the depot, which are very luxuriant, have been admired. We take especial pride in the looks of Cairo freight station and yard.

Misses Eva Clanton and Mary Wilhoit spent Decoration Day with relatives and friends at Carbondale.

All at the station are putting their shoulders to the wheel and endeavoring to make 100 per cent, or as near as possible, in the "No Exception" campaign north of the river this month.

Al Steele, warehouse foreman, has returned from Chicago.

F. M. Block, agent at Mounds, and Inspector E. A. Barton were Cairo business callers May 23 and 24.

Victor Honey, claim clerk, left Sunday, May 29, for a visit with relatives at Tiptonville, Tenn.

Louis Rehmus, northbound bill clerk, spent Decoration Day visiting home folks at St. Louis.

Egypt Lodge No. 42, B. R. C., held an enjoyable meeting Tuesday, May 24.

John Winstead, rate clerk, has had an infected finger, which necessitated an operation and handicapped him in his work.

Grain traffic, both in and outbound, has increased materially, and a large volume of the traffic is moving via Illinois Central.

The barge line traffic is also holding up well, with a large tonnage in sight, unless the rapidly falling rivers prevent handling.

John A. Hodge, night clerk, has returned from St. Louis, where he received medical treatment.

INDIANA DIVISION

Acting General Superintendent Patterson went from Mattoon to Evansville on the Indiana division May 12.

J. L. Puig, inspector, stations and transfers, has been busily engaged on our division the last several weeks, with exceptions, etc.

Miss Lucille Yount spent a day in St. Louis recently.

We were mighty sorry to learn of the death of Agent C. R. Pleasants at Bloomington on May 9. Mr. Pleasants, with his contagious smile, was always welcomed by our division office when he attended various meetings. Our sincere sympathy to the wife and daughters.

Chief Clerk R. G. Miller spent a day in Peoria recently.

E. E. Batson has been made assistant chief clerk to the superintendent, as E. F. McFadden has become a farmer. Material Clerk Kenneth Holmes succeeds Mr. Batson as chief clerk to the roadmaster, Donald McLain (formerly clerk to supervisor B. & B.) succeeding Mr. Holmes. Dale Arnold of Newton fills the vacancy in supervisor B. & B.'s office.

Miss Cora Tiffany, stenographer in the roadmaster's office, left the first of June to take up new duties in the Chicago offices, B. & B. department.

Mr. Duggan, chief clerk to the general superintendent, spent half a day with us recently.

Agent's Office, Indianapolis, Ind.

W. V. Milliken, the genial representative of the A. F. R. office, renewed his acquaintance here recently and incidentally looked over the office building with a view to re-establishing the revising bureau.

The sudden death of Agent C. R. Pleasants was keenly felt by all employees of the Indianapolis terminal, and many acquaintances went to Bloomington to pay their respects and to extend their sympathy to the wife and daughters.

F. T. Wilbur, superintendent of telegraph, was here recently to look over the extension of the telephone service from the P. B. X. board to the new fruit shed.

J. J. Hesler, traveling auditor, spent several days with us recently, making special investigation into accounts of the company.

Agent's Office, Evansville, Ind.

Miss Bertha Thomas, bill clerk, will leave shortly for an extended visit in Cripple Creek, Colo.

Miss Velda Kirwer is back on the job, after visiting friends and relatives in Indianapolis, Ind.

George Spiegel left the grind of rates for a few days and journeyed to St. Louis, Mo., where he saw "Babe" Ruth in action.

Mr. Patterson, acting general superintendent of the northern lines, Mr. Roth, superintendent, and Mr. Keene, trainmaster, were in Evansville recently, completing a tour of the Indiana division.

KENTUCKY DIVISION

A. F. Blaess, engineer of maintenance of way, General Superintendent Egan, C. C. Westfall, engineer of bridges, Superintendent Young and Roadmaster Holt of the Tennessee division and Superintendent Hill and Roadmaster Glynn of the Kentucky division made an inspection of the facilities at Cedar Bluff Quarry on May 3.

Roadmaster Glynn, Supervisor Dearing, Water Supply Foreman Price and Division Electrician E. O. King were at De Koven on May 4, making an inspection of track facilities of the Madison Coal Corporation and the pumping station on the Ohio River.

A large crowd of Morganfield residents, occupying a special coach on Train 321, passed through Princeton on May 6 on their way to attend the Pal Moore-Joe Lynch bantam-weight championship fight at Louisville on the eve of the forty-seventh annual running of the Kentucky Derby. Train 102 out of Princeton also carried two extra coaches to accommodate extra travel on this day.

John Martin has been appointed signal maintainer at Rockport in place of Herbert Kunneke, transferred to Paducah. M. V. Hennessey has been appointed signal maintainer of the new installation of signals between Princeton and Ilsley, with headquarters at Dawson Springs. C. L. Bromley has been appointed signal maintainer at Princeton in place of John Martin, transferred. J. A. Sauer, signal testman has been ap-

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pointed signal foreman in place of C. L. Bromley, transferred.

Miss Sudie Cash trainmaster's clerk at Princeton, spent May 8 in Hopkinsville.

F. S. Coates assistant engineer, has been inspecting rail and switches on the division the past few weeks.

Trainmasters T. A. Downs and J. B. Thomas have been at Louisville working on a new time card.

General Superintendent Egan and Superintendent Young of the Tennessee division were at Louisville on May 17.

Yardmaster Moss, with the Princeton baseball team, has been sweeping through western Kentucky like a comet. This team, which is composed entirely of Illinois Central employees, has met and defeated some of the best rated baseball teams in Western Kentucky. On Sunday, May 15, the Tigers defeated the fast Central City team in an overtime contest of eleven innings the score being two to one in favor of the Tigers when the fracas ended. The following Sunday, May 22, they met and defeated the Providence team by the score of 14 to 7. The brilliant playing of Tom Miles and the pitching of Hill featured this game. Miles secured two triples, two two-baggers and one single out of six trips to the plate. Several games have been booked that will keep the team busy for many Sundays, and the boys are looking forward eagerly to battles with Fulton, Mayfield, Paris, Paducah, Dyersburg, Maxon Springs and Louisville.

Instrument Man Heil and Rodman Rice of the engineering department were in Princeton, May 22.

General Superintendent Egan was at Paducah, May 25.

Chief Signal Inspector J. H. Buttridge and Signal Supervisor Davis are making a motor car inspection trip of the division.

The Travelers' Protective Association, an organization composed of traveling salesmen from all over Kentucky, held their annual convention at Paducah May 13. Most of the posts brought their own brass bands along and entertained the passengers on the Illinois Central trains into and out of Paducah. While at Paducah they were shown through the Illinois Central Shops, and were very much interested in the newest Illinois Central locomotive, the 2936, which is now at Paducah.

Local Freight Office, Louisville

E. E. Troyer and E. L. Yontz, have been checking the accounts at this station for several weeks

The wedding bells rang May 5 for Klinger Thomas of this office and Miss Mayme Anderson. Their honeymoon was spent in Memphis, Tenn.

Celestine A. Zeller, one of our foreign co-workers from New Albany, Ind., and Miss Alice Hinkebein, a resident of the same city, are traveling the matrimonial road together since May 11.

Bill Allen, Gus Schoenlaub and John Higgins honored Nashville, Tenn., April 24, with their presence.

Rev. and Mrs. Held announce the engagement of their daughter, Martha, to Adolph Buchold of this office.

Mortimer & Lindstrom Co.

(INCORPORATED)

CONTRACTORS

Plumbing, Gas Fitting, Iron and Tile Drainage
Telephone Harrison 5240

Room 1306 Kimball Bldg.,

25 East Jackson Bl.

W. G. LLOYD COMPANY

626 to 636 Clark Street, South

CHICAGO

Manufacturers of

Perpetual Account Books
Loose Leaf Specialties and Blank Books
High Grade Printing

WE WILL BOND YOU

UNITED STATES FIDELITY & GUARANTY CO.

BALTIMORE, MARYLAND

Total Resources \$31,433,868.05

FIDELITY—JUDICIAL—SURETY BONDS

Accident and Health—Burglary—Automobile—
Liability and Plate Glass and all
Casualty Lines

CHICAGO OFFICE 134 S. LA SALLE ST.

GEORGE E. BRENNAN, Manager

Telephone Franklin 3600

TENNESSEE DIVISION

Road Department

Willie Perry, brother of James, from Jackson, Tenn., is now employed in the road department.

J. M. Hoar, assistant engineer, attended a conference at Nashville, Tenn., recently.

Dame Rumor is playing havoc with the single-blessedness in this office, and everyone 'is trying to define marriage. Some say: "It's what lovers look forward to, widows and widowers look back to, bachelors look out for, and old maids long for—and that no one but the mother of a bunch of lively kids understands."

Paul Pickering, chief clerk of the road department, visited in Memphis, Tenn., Friday, May 21.

Elvis R. Campbell supervisor's clerk, made a business trip to Jackson, Tenn., May 24.

Superintendent's Office

Messrs. Ligon, Witty, Albritton, Albert, P. P. Pickering, Carl Croft and G. B. Butterworth attended the races in Louisville May 7.

Mr. and Mrs. W. R. Hales, Miss Vernita Tribble and J. F. Williams spent a Sunday in Cairo recently.

That the superintendent's office is behind the Fulton nine this year is evident from the number of rooters who went to Cairo with them a few Sundays ago. And at home—everyone has the fever.

Mrs. L. Castleberry spent a Sunday recently in Clinton, Ky.

L. B. Ryan, stenographer to the superintendent, was recently with Superintendent Young in Louisville, where the superintendent was working on the new time tables.

Robert Britton, machinist, is able to return to work, after being off for a while on account of sickness.

Are you following up the Tennessee division on the solicitation of CL business? If so, please note that the Minnesota and Iowa divisions are the only divisions on the entire system that secured more CL business during the period from January 1, 1921, to May 10, 1921.

Jackson, Tenn.

Mrs. J. O'Connor, who has been clerk to A. W. Ellington, trainmaster, for the past fourteen years, has resigned, taking effect April 20. She was succeeded by James R. Holley.

\$2²⁹

3 Chambray Shirts

Double Shoulder Yoke

Extra Full Across Chest

Double Stitched Seams

Non-Rip Sleeve Facing

Reinforced Gusset



SEND NO MONEY

Rush your order in today sure. Greatest shirt offer ever made. 3 fine heavy Blue Chambray shirts for work and semi-dress guaranteed fast color and worth \$1.50 each, only \$2.29.

OUR GUARANTEE If you can match these 3 wonderful shirts for less than \$4.50, and do not think you have saved at least \$2.50, return at our expense. Don't pay high retail prices. Order today sure, before it is too late. WE PAY DELIVERY CHARGES TO YOUR DOOR, another big saving. All 3 shirts \$2.29. Give necksize.

BERNARD-HEWITT & COMPANY
Desk F 356 910 W. Van Buren St., CHICAGO

F. W. NAGEL
Established 1865
H. L. MEYER

NAGEL & MEYER, Jewelers

Third and Broadway PADUCAH, KY.

Expert watchmakers (only) employed to care for your watches. Ball and other popular makes of railroad watches for your selection.

T. S. LEAKE CONSTRUCTION CO.

GENERAL CONTRACTORS

7th Floor, Transportation Building
608 SOUTH DEARBORN ST., CHICAGO, ILL.
Telephone Harrison 7682

Railroad Buildings Our Specialty

Illinois Central Concert Band of Waterloo, Iowa "Iowa's Best Concert Band"

Band Music Furnished for any occasion, from
25 to 50 pieces
Best equipped, best uniformed band in Iowa
For engagements address
Mr. W. P. Robinson, Mgr.
WATERLOO, IOWA

Assistant General Claim Agent P. M. Gatch and Claim Agent Payne visited Jackson May 3.

Stockkeeper J. C. Blackwell is receiving congratulations on the arrival of a fine boy at his home.

Miss Rubie Philips, cashier to the agent, has returned from a month's visit to California.

Mrs. Wordie Brooks, stenographer to Agent Wilkinson, has gone to Denver, where she will join relatives for a trip through California.

Trainmaster Ellington and Mr. Holley went to Haleyville, Ala., the other day to conduct an investigation on an accident.

Miss Katie Paterson, stenographer to the master mechanic, spent a week at Dawson Springs, Ky., recently.

Messrs. Raps, Carver and Shaw visited Jackson shops on May 3.

Mr. and Mrs. J. J. Kisler, formerly of Jackson, now living in Birmingham, paid Jackson a short visit recently.

Miss Edna Watkins, stenographer to the stockkeeper, visited friends in Greenfield recently.

The fuel car, with Messrs. Dodge and Lindrew, was at Jackson May 4 and 5.

We notice in the last issue of the *Illinois Central Magazine* that McComb, Miss., is striving to head the list on the "No Exception" campaign, but Jackson, Tenn., has stated that she will be in the race, determined to stay out of the "also rans" list.

The Tennessee division has a "No Stock Struck" campaign on. Are you doing your part?

MEMPHIS DIVISION

Maintenance of Way Department

Instrument Man E. H. Lewis, who has been located at Helena, Ark., in charge of raising the Mississippi River levee, under general supervision of Resident Engineer E. O. Herbert, has been promoted to the position of assistant engineer in the office of the chief engineer. The work of raising the levee at Helena, Ark., has been completed.

The slide work in the vicinity of Greenwood, Miss., has been completed, and T. H. Robertson, superintendent in charge, has left the division.

C. A. Maynor, roadmaster, was in Clarksdale recently, inspecting a newly patented

cross tie, the invention of a patron of this line at Lombardy.

Accounting Department

The accounting department baseball team is fast approaching the pace set by the Mem-

Double Your Mileage Save Your Money



Long Wear Double Tread Tires have double thickness, which insures them against punctures and blowouts; also weather proof. These tires are guaranteed on a 6,000-mile basis, but often give the user 8,000 miles. Take advantage of this great offer and order at once while our stock is complete.

Size	Tire	Tube	Size	Tire	Tube
30x3	\$5.50	\$1.75	34x4	\$8.75	\$2.65
30x3½	6.50	1.75	34x4½	10.25	2.75
32x3½	7.00	2.05	36x4½	10.50	2.75
31x4	8.00	2.35	36x4½	11.00	2.75
32x4	8.25	2.45	36x5	11.75	2.75
33x4	8.50	2.50	37x5	12.25	2.55

When you order, state whether you want straight side or clincher, plain or non-skid tires. Send \$2 deposit for each tire ordered, balance C. O. D., subject to examination. We allow a special discount of 5 per cent if you send full amount with order. Reliner free with every tire. We ship the same day order is received.

5

LONG WEAR TIRE WORKS, Dept. 49
3817 W. HARRISON ST. CHICAGO

Don't Suffer From

PILES



Send me your name and address and I will gladly send you on trial my mild, soothing, guaranteed treatment for Piles, which has proven a blessing to thousands who no longer suffer from the pain of this cruel, torturous disease. Send Post Card today for full treatment. If results are satisfactory costs you \$2.00. If not, costs nothing.

H. D. POWERS, Dept. 658, Battle Creek, Mich.
Show This to Some Pile Sufferer

PATENTS

BOOKLET FREE. HIGHEST REFERENCES. PROMPTNESS ASSURED. BEST RESULTS.

Send drawing or model for examination and report as to patentability.

WATSON E. COLEMAN
Patent Lawyer

624 F Street

Washington, D. C.

this ball team in the Southern League. Our genial chief accountant, Joe Conklin, however, in a last endeavor to show the boys that he was still as young as he "used to be," strained a tendon in his left leg and is walking around now with a decided limp.

Now that vacation time is approaching, we hear of proposed trips, ranging all the way from Lakeview to Binghamton.

Much interest is being manifested in the coming baseball game with the team representing the general manager's office.

Bill Conklin, terminal timekeeper, is back on the job after a 5-day vacation spent in having some teeth extracted. Bill says he didn't eat anything for four days; in fact, he says, he couldn't even "chew the rag."

W. H. Wilkins, representing the U. S. R. R. A., recently checked our division for "prior" payroll items.

We are still going full force in the solicitation campaign. Miss Diamond Crowe secured sixty-five routing orders for carload business in one day.

Correspondence Department

Assistant File Clerk Jim Doherty has recently been absent on account of the death of his grandmother and the illness of his mother. We all sympathize with him and are glad that his mother's condition has improved.

With the Trainmen

Conductor S. M. Todd, who operates the Riverside Express, has been off a week attending the Shrine celebration.

G. T. Reeves, conductor on the Grenada run, who has been off on a 30-day vacation spent at Hot Springs, is back on the job and looks well indeed.

John H. McCraney, conductor on the Yazoo City passenger run, is out of the hospital, fully recovered from the dangerous wounds received at the hands of a negro desperado in a gun battle at Sunflower, Miss.

W. P. Moore, former agent at Lula, Miss., and pensioner of the company, died in Memphis on May 12. He was buried at Clarksdale, Miss. There was not a more beloved citizen in Lula, Miss., his old home, than "Pat" Moore, or one more universally respected. His long, useful life was spent in relieving the burden of his fellow man.

The Memphis division safety committee

met in Memphis May 16, with Superintendent Boatner presiding.

April checked 100 per cent in watch comparison. We've set the mark to shoot at.

Our esteemed president, C. H. Markham, visited Memphis recently and was a guest of the Rotary Club, where he made a splendid

BAND OFFICERS: W. Davidson, G. S. K., Pres.; J. H. Nash, Supt., M. P., Vice Pres.; L. A. North, Shop Supt., Vice Pres.; G. F. Fraser, Director; F. P. Nash, G. F. Loco. Dept. Mgr.; E. G. Nylander, G. F., Car Dept., Treas.

Care of I. C. Shops, 95th St., Chicago
Organized 1896

ILLINOIS CENTRAL RAILROAD UNION BAND & ORCHESTRA

The only R. R. Band and Orchestra in Cook County. Music Furnished for All Occasions

PURE WOOL SCARF

ANGORA FINISH

Actual Value **\$5.00**

\$3.49

Postpaid

Send No Money



This beautiful Angora-finished scarf of pure wool worsted is the stylish model New York's best dressed women are now wearing. Ideal for wear over Spring suits or on cool Summer evenings. Two patch pockets, patent-leather-finished belt, fringed ends. Seventy-eight inches long, 18 inches wide. Pockets, fringe and stripes in contrasting colors: Havana brown, turquoise blue or buff tan. State color desired. Money back if not satisfied after examination. Send no money. Just name and color desired. Pay postman \$3.49 on arrival.

SURPLUS CLEARING HOUSE
Dept. 79 712 Broadway New York N.Y.

address, which was well received by the business and professional men of our city.

VICKSBURG DIVISION

Dispatcher Murrell is walking around with his chest sticking out, everyone congratulating him upon the safe arrival at his home of an 8-pound girl.

Our former tonnage clerk, Mr. Olin, who was in the automobile industry for a while, is backing punching the "Comp."

The baseball team of the superintendent's office defeated Greenville High School one Saturday, but lo! the next Saturday went down to a drubbing—got licked by a score of 12 to 11; also we met defeat, score 9 to 3, Saturday, May 9, by the Cleveland Aggies.

Timekeeper Lane spent a Saturday recently in New Orleans.

Assistant Chief Accountant Cadenhead spent a Friday recently in the master mechanic's office at Vicksburg.

The employes of the Vicksburg division are still proud of the fact that we had the least number of exceptions of any division on the southern lines during April.

Agent J. W. Dawkins of Rosedale is enjoying a couple of weeks' vacation, being relieved by Robert Henley.

Agent Kenney of Deeson is away on leave of absence.

Division Accountant Tynes and Accountant Cadenhead attended the meeting at Memphis, May 25.

Trainmaster's Clerk Loyacono recently paid a visit to Vicksburg.

Superintendent Dubbs and Roadmaster Welting attended the regular expense meeting in Chicago, May 26 and 27.

Effective June 1, we will enter into a "Strike No Stock" campaign, and nothing less than a 100 per cent will be acceptable to the Vicksburg division.

Accountant C. A. McPheters of the superintendent's office enjoyed a two weeks' vacation, visiting his old home.

Dispatcher L. C. Murrell is now away on his annual vacation, having his entire family with him to enjoy the breezes down on the coast.

We have enjoyed several social and business visits from our congenial health officer, Dr. S. C. Beach, recently.

In one of the fastest and snappiest games of the season, the crack Y. & M. V. team

Genuine Imported \$5.00 Toyo **\$2.79**
PANAMA HAT

Delivered
FREE

Pay Only
**\$2.79 on
Arrival**

A
Stunning
Stylish
Hat

**THIS
SEASON'S
LATEST
MODEL**

Becoming to
Young or Old

Write quick for this
amazing bargain.
Only limited lot at
this profit-smashing
low price. Guaranteed
value for only \$2.79.

SEND NO MONEY

Just mail post-card or letter today for this handsome Toyo Panama Hat. Beautiful drop crown style; flexible non-breakable brim; made of the finest super-Tex; fine tough fibre, tightly woven. Looks and wears like a regular \$12.00 hat. Heavy black grosgrain silk ribbon band, non-soilable sweat band, tremendous bargain. Send no money, pay only \$2.79 on arrival. We pay delivery charges, another big saving.

We Guarantee to refund your money if you can match this wonderful hat for less than \$5.00. Save money by writing today sure before this astounding offer is withdrawn. Just give your name, address and size.

BERNARD, HEWITT & CO.

Dept. A 365 900 W. Van Buren St., Chicago, Ill.

Saving By Mail

THE Merchants Loan Monthly Statement Savings Plan saves you the trouble of going to the bank every time you make a deposit and puts the whole matter of saving on an efficient, business-like basis.

This plan has proved to be a practical aid to systematic saving and is meeting with continued favor. Circular giving full particulars will be mailed upon request.

*"Identified with Chicago's
Progress Since 1857"*



Capital and Surplus \$15,000,000

112 W. Adams St., Chicago

took the A. & V's. into camp by the score of 10 to 8, says the Vicksburg (Miss.) *Monday Morning Sun* of May 30. A large crowd turned out, and by the time play was called the playgrounds of the Brothers' School was jammed, there being about 250 women from the various offices present. Heavy hitting and sensational fielding by both teams kept the crowd on edge throughout. McCabe, pitching for the Y. & M. V. boys, had his curves working like a corkscrew, and his control was perfect, causing twelve of the A. & V's heavy hitters to go out via the strike-out route.

LOUISIANA DIVISION

Mechanical Department, Gwin, Miss.

Storekeeper D. W. Boyd took a business trip to McComb recently.

Boilermaker Wells has moved his family to Gwin.

Newton Rueff, machinist apprentice, has a brand new Ford.

Car Inspector Craft took in the Shrine meeting at Jackson May 20, in company of Assistant Car Foreman Walker.

Car Inspector Robertson is spending a few weeks at Hot Springs, Ark.

Switchman Varner was married to a Miss Davis of Lexington, Miss., May 2.

Jackson Freight Office

Reports from the hospital at New Orleans are to the effect that Mrs. Homer Hill is rapidly recovering, that she will entirely recover, and that we shall have the pleasure of her company in the office by the first of June.

Friends of E. A. Taylor are glad to welcome him back to the office after a successful operation for appendicitis.

Vacation time has arrived. Each week will find faces missing, only to return quickly in order that some one else may go. Everything is on the list: fishing trips, tours to the "big cities," and even just "working around home."

"No Exception Month" has come and has passed into history. On the Louisiana division of the southern lines, the effort was especially strong to make a good record. A good record certainly was made. We have learned a lot about concerted effort, about efficient handling of freight, about the "pep" necessary to carry out such a campaign as this. Now we are trying to live up to the record made in April. When the grand campaign in June is on, we hope to be among the top-notchers.

Send No Money



Your Emblem
Your Name
and address

Made in
U. S. A.

\$ 3⁰⁰

Not one cent in advance for this combination 7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over 20,000 of them now being carried.

Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in **23K gold** absolutely, **free**. This work alone is worth \$1.50 of anybody's money.

Case is beautifully made of fine black seal grain **genuine leather**. Strongly sewed, neat and convenient. Size, 3 1-2 x 4 1-2 inches closed.

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$3.00 and postage. I **positively guarantee** that if you don't think this is the best buy you ever made, you may return it and I **will refund your money immediately**. I have been in this business for over 10 years.

You take no risk! Send the coupon TODAY!

**Olaf Halvorsen, The Pass Case Man,
Dept. A406 Masonic Temple, Chicago**

You may send me your **genuine leather 7-Window Pass Case** with my name, city, state and emblem engraved in **23K gold**. I will pay the postman only \$3.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.

Emblem.....

Name.....

Address.....

City..... State.....

Be sure to print name, etc. clearly

PANTASOTE

TRADE MARK

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE COMPANY

11 Broadway, New York

Talks on Advertising

(Continued From Page 32)

community singing and a program of music and speeches. Among the guests were E. T. Meredith of Des Moines, editor of *Successful Farming* and Secretary of Agriculture under President Wilson, who spoke on farming and pleaded for business men generally to take a greater interest in farm problems.

Touched on Many Problems

Mr. Hull's address covered present-day railway problems, especially present inadequate earnings, the agitation for a reduction in the scale of freight rates, the effect of business depression, the under-maintenance of equipment during federal control, the increased cost of producing railway transportation, labor problems, the salaries paid general and executive officers and the influence of the railways and their prosperity upon general business conditions.

The higher scale of freight rates instituted last August has not been a cause of business depression, Mr. Hull said; he pointed rather to the "no-market" condition which exists throughout the world. Because of a great reduction in ocean tonnage rates, the rate on cotton from producing points in Texas to Liverpool has been reduced \$1.28½ a hundred pounds since last fall, he said, but still cotton does not move, and it is doubtful whether it would move if transportation rates were wiped out entirely.

"It is important to remember that railway rates did not go up with the prices of commodities and were not advanced to the present levels until after prices of commodities began to fall," Mr. Hull said.

"We Americans have short memories. Many of us have forgotten that freight rates remained practically stationary during 1915, 1916 and 1917, while commodity prices advanced 24 per cent over the 1915 level by 1916 and 76 per cent by 1917. To put it differently, while shippers were receiving the benefit of much higher prices, the railways were serving them with transportation at the old rates.

"There are many who believe that the present agitation for lower rates is serving as a great restriction upon business.

Wants This Agitation Stopped

"A letter to one of our general officers which I have just read is in point. The writer, a prominent lumberman in the South, says that

his business is being ruined by the agitation for lowering freight rates—that consumers will not buy because they are encouraged to believe that the rates will be lowered soon. He said the scale of rates does not mean so much to his business as to have the question settled one way or the other, so there will be a definite basis upon which to transact business.

Spencer Otis Company

RAILWAY SUPPLIES

Chicago, New York and St. Louis

Chicago Bearing Metal Co.

Offices:

2234-52 West 43rd Street
CHICAGO

Journal Bearings—Engine Castings, Brass
and Bronze Castings for all purposes.
Babbitt Metal.

Easy and Comfortable

Plenty of "give"—slip-loop back gives perfect freedom of motion and conforms to every movement of the body. No strain on buttons or garments. The stretch is always there.

Nu-Way
SPRING
STRETCH
Suspenders



"A Full Year's Wear in Every Pair." They outwear two pair of ordinary kind. That's why it pays to buy them. No rubber to rot. Phosphor Bronze Springs give the stretch—they don't rust.

Ask Your Dealer

Or, sent direct on receipt of price and dealer's name. Insist on Nu-Ways. None genuine without our Guarantee label attached to buckle.

Nu-Way Stretch Suspender Co.
Sole Mfg. Co. of America
Chicago, Illinois, U. S. A.

The Nu-Way Line

- Nu-Way and Exello Suspenders - 75c
- Guaranteed One Year
- Men's Garters - 50c
- Ladies-Misses-Children's Hose Supporters 25c
- Ladies' Corset "Bew-On" Hose Supporters 35c

ness; that his customers will not buy in the face of all the discussion to the effect that the rates are going to be lowered soon.

"Suppose the viewpoint of those who are clamoring for lower transportation rates were accepted by the Interstate Commerce Commission and the rates were substantially reduced, and still the traffic did not move, what would then be the situation of your transportation systems upon which you must depend for the conduct of your business? Is it not true that the railways would be thrown into a condition of bankruptcy and that that would undermine the entire business fabric of the country?

This Is a Matter for All

"This is not a matter in which the railways alone are involved. It is a matter in which you, as business men, are just as seriously involved as are the railways."

Mr. Hull pointed out that operating expenses and taxes of the railways of the country increased from \$3,043,245,000 in 1917 to \$6,047,588,000 in 1920.

Discussing the recent announcement of the Railroad Labor Board that wages would be reduced, Mr. Hull said:

"Already many newspapers throughout the

country are advising the public that this action of the Railroad Labor Board means that railway rates are coming down, leaving the inference that they are coming down immediately.

"It is feared that this will place upon business another restriction. Many bridges will have to be crossed before the basic rates can be lowered.

"Eventually, of course, basic freight rates will have to come down, but before that can happen it is clear that the relative cost of operation will have to come down to a greater extent, and the fall in operating costs will have to precede the fall in rates, if railway securities are to be restored in the confidence of investors.

"Our system of railways in this country was built up almost entirely by individual initiative and private capital. To these we, as citizens, are indebted for the greatest system of railways in the world and for giving us in the past the lowest transportation rates in the world."

On Salaries Paid Officers

In reference to the subject of salaries paid executives and general officers Mr. Hull said:

RAILROAD POLICIES FOR RAILROAD MEN

An Income for Life

is provided for you and your family if you are a Continental policyholder,—the latest policies issued by the "Railroad Man's Company" pay as long as the insured is totally disabled by accident or illness. See our agent on your line or inquire by means of the coupon.

About \$27,500,000 paid to 1,000,000 policyholders and their beneficiaries.

Accident and Health Insurance

(Cut out and mail today)

Continental Casualty Co.
910 Michigan Ave.,
Chicago, Ill.

I am employed by the ILLINOIS CENTRAL RAILROAD. Please send me information in regard to your accident and health insurance such as is carried by hundreds of my fellow employees.

Age _____ Occupation _____

Division _____

Name _____

Address _____

Continental Casualty Company **H. G. B. ALEXANDER** **Chicago**
President

"When those who would like to see private operation of the railways fail get cornered in an argument, it is a favorite practice of theirs to raise a great hue and cry about the large salaries paid railway executives and general officers.

"If, during my more than twenty-five years of railway experience, I have learned anything at all about the organization and workings of a railway, I have learned that efficiency starts at the top and radiates downward.

"Wherever you find a railway system that is thoroughly alive at the top, you will find in that system efficiency at the bottom and at all intermediate points.

"Out of every dollar expended by the railways in 1920, division officers and employees ranking below them received about 61 cents, while the executive and general officers received only about three-fourths of 1 cent.

"You will readily perceive that if executive and general officers had served the railways without compensation, the amount saved would have been, comparatively speaking, so little as to have had no appreciable effect upon the revenues of the railways—certainly not enough to have affected freight and passenger rates at all.


"Of course, there are a few large salaried railway executives and general officers. One good set of brains on a railway is worth many pairs of heads.

"That is not all. Those who have intimate acquaintance with the workings of a large railway system know the great importance of having graduated salaries in all departments, with positions at the top paying more or less attractive salaries.

"That constitutes the main driving force be-

Chas. R. Long Jr. Co.
INCORPORATED
MANUFACTURERS OF
Railway, Station and Bridge Paint
622 to 630 East Main St.
LOUISVILLE, KY.

KERITE



BE GUIDED
by facts, not theories
by performance records, not claims
by experience, not prophecy. Every
consideration points straight to KERITE
for permanently satisfactory and economical service.

KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK CHICAGO

SOLVE THIS PUZZLE AND GET FREE SURPRISE PRESENT

This picture shows one of our friends driving an automobile. In the scenery and around the automobile are six partly hidden faces which it will be lots of fun for you to find. Can you find them? Try it. It will pay you. When you have found four of the faces, mark each with a cross (X), cut out the advertisement and mail it to us and inclose four cents in stamps for packing, postage, mailing, etc., and a beautiful free surprise present will be sent you. You will delight in owning this present.

AUTOMOBILE GIVEN AWAY

We will also make you a present of a Certificate good for 2,000 free auto votes and tell you all about this splendid touring car which we are going to give away free.

MEN, WOMEN, BOYS AND GIRLS—You can also win an automobile in addition to splendid prizes, such as phonographs, jewelry, silverware, bicycles, watches, cameras, and other things you like. We will also send you a copy of two great national publications worth ten cents. Write your name and address plainly, and inclose the four cents in stamps for packing, mailing, etc., of the free surprise present.

Auto Puzzle Dept, 258 W. D. Boyce Co., 500 N. Dearborn St., Chicago, Ill.



hind the railway organization. It is the thing that attracts desirable young men to the railway service. It is the incentive that brings about wholesome competition for the better positions."

"The Juliette" Richly Embroidered LINENE DRESS

\$4.98
\$4.98

**During
This
Sale**

**Special
Adver-
tising
Offer**

Only because we secured several thousand during the manufacturers' slack season can we offer this beautiful Juliette Linene dress at such an amazingly low price. The bewitching beauty of this newest style dress is impossible to describe—that's why we send it to you without a penny in advance—on approval. This is the kind of dress for which you would expect to pay about double this special advertising price. An exclusive David Strong model—perfectly stunning—with rich looking embroidered panels on waist and skirt. All the rage this season. Only a limited number can be sold at this amazing bargain price. Be one of the lucky ones by sending the coupon quick. No money now, just your request will bring you this fashionable Linene Dress.

Send No Money

"The Juliette" is made of medium weight linene—very popular—rich looking, suitable for all occasions and extremely serviceable. Launderers perfectly. Cut along full loose youthful lines so popular with women of every age. Beautifully embroidered with fine white mercerized flow. Collar, turn-back cuffs and vestee of white pique. Belt has attractive calatoid buckle. Opening on left side. Favorite three-quarter length sleeves. The most striking, charming dress of this type we have ever seen. Women's sizes, 34 to 44 bust measure. Misses sizes 14 to 18. Colors: Alice blue and rose. **STATE COLOR AND SIZE.**

WRITE QUICK! Just mail coupon or no money now. Deposit \$4.98 and postage with postman on arrival. Try on and examine carefully. If then not convinced it is the most beautiful linene dress you ever saw and that you have saved at least \$4, send it back and your money will be quickly returned to you.

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Dept. M 396 Same Management Since 1888 CHICAGO

DAVID STRONG COMPANY, Dept. M 396 Chicago.

Send Juliette Embroidered Linene Dress at once. I will deposit \$4.98 and postage with postman on arrival and examine carefully. If not satisfied will send it back and you will return my money.

Bust.....in. Color.....

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Motors**

Our Monthly Roll of Honor

Below is a list of employees who were retired at the meeting of the Board of Pensions on May 27:

Name.	Occupation.	Years of Service.	Date of Retirement.
Joseph H. Verran	Gang Foreman, Burnside Shops.....	36	12-31-20
Christian Knuth	Section Laborer, Buckley, Ill.....	30	1-31-21
John W. Vandeventer	Laborer, Mattoon, Ill.	23	3-31-21
J. Frank Leaverton	Pump Tender, Burnside Shops.....	20	4 30-21
Oliver A. Harrison	Conductor, Mississippi Division.....	30	3-31-21
Robert H. Bowles	Conductor, Louisiana Division	28	3-31-21
Patrick Nolan	Section Foreman, Apple River, Ill.....	35	3 31-21
Arthur Pierre (Col.)	Laborer, New Orleans, La.	33	3-31-21
Frank W. Bellows	Engineman, Chicago Terminal	36	4-30-21
John Convent	Laborer, Fordham	22	5-31-21
Thomas J. Murchison	Agent, Fowlkes, Tenn.	19	5-31-21
Henry C. Alwood	Engineman, Wisconsin Division	23	3-31-21
Y. & M. V. R. R.			
Mose Williams (Col.)	Blacksmith Helper, Vicksburg	25	5-31-21
Sylvester Hamblett (Col.)	Laborer, Lake Cormorant, Miss.....	40	5-31-21

The following deaths of pensioners were reported at the same meeting:

Name.	Last Employment.	Date of Death.	Term as Pensioner.
Burton E. Nichols	Commercial Agent, Traffic Dept....	4-27-21	5 years
Henry S. Morrish	Baggage man, St. Louis Division.....	5- 1-21	9 m'ths
Robert C. Perkins	Gen. Freight Agent, Traffic Dept.....	5- 6-21	15-12 yr.
Knox I. Alexander	Agent, Iowa Division.....	4-25-21	8 years
Louis G. Ernst	Foreman Car Inspector, N. O. Ter...	5-19-21	1 year
Y. & M. V.			
Winston P. Moore	Agent, Memphis Division	5-11-21	2 years

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J. F. Porterfield

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C. A. Tweedy

The Railroad Situation Today
C.H. Markham

Evils of a Car Surplus
J. W. Hevron

Our Experience in Advertising
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Bananas and the Illinois Central
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as shown in
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6
Positions

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Dial down
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Pendant right
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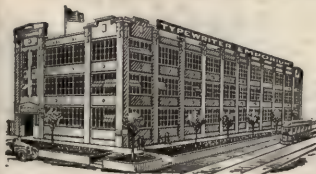
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